

# **APPENDIX G**

## **SCIG Transportation Appendix**

## Appendix G1: Intersection Calculation Sheets

Baseline AM Peak Hour

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 Baseline - AM Peak Hour  
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Scenario: Scenario Report  
 Baseline AM Peak

Command: Baseline AM Peak  
 Volume: Baseline AM Peak  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 2	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.266	A xxxxx	0.266	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.212	A xxxxx	0.212	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.501	A xxxxx	0.501	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.461	A xxxxx	0.461	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.178	A xxxxx	0.178	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.243	A xxxxx	0.243	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.255	A xxxxx	0.255	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.223	A xxxxx	0.223	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.153	A xxxxx	0.153	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.219	A xxxxx	0.219	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.605	B xxxxx	0.605	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.383	A xxxxx	0.383	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C

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

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 Intersection #1 Ocean Blvd / Terminal Island Fwy  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
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Street Name:	Terminal Island Fwy				Ocean Blvd													
	North Bound		South Bound		East Bound		West Bound											
Approach:	L - T - R		L - T - R		L - T - R		L - T - R											
Movement:	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									
Lanes:	1	0	2	0	0	0	2	0	2	0	0	0	0	1	0	2	0	1

Volume Module:

Base Vol:	5	210	0	0	105	420	0	0	0	25	115	55
Growth Adj:	1.00	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	0	0	105	420	0	0	0	25	115	55
Added Vol:	0	0	0	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	0	0	105	420	0	0	0	25	115	55
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	210	0	0	105	420	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	0	0	105	420	0	0	0	25	115	0
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	210	0	0	105	420	0	0	0	25	115	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	0.03	0.15	0.00	0.00	0.00	0.02	0.04	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.215
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 130 0 0 215 125 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 0 130 0 0 215 125 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 0 130 0 0 215 125 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 0 130 0 0 215 125 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 0 215 125 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 0 130 0 0 215 125 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.04 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
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Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.266
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
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 1.00
Initial Bse: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
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 65 0 0 0 80 75 0 0 0 0 0 380 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
Saturation Flow Module:
Sat/Lane: 1600 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 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.00 0.12 0.04
Crit Moves: \*\*\*\* \*\*\*\*
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.209
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include        Include        Include
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 0      80 0 0 0 0      65 260 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
Initial Bse:     0 0 0 0 0      80 0 0 0 0      65 260 0 0 0 0 0
Added Vol:       0 0 0 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 0 0 0
Initial Fut:     0 0 0 0 0      80 0 0 0 0      65 260 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 0 0      80 0 0 0 0      65 260 0 0 0 0 0
Reduct Vol:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 0 0      80 0 0 0 0      65 260 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 0 0      80 0 0 0 0      65 260 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 0 0      2880 0 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.03 0.00 0.00 0.04 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)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.527
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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore        Include        Ovl          Ignore
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         50 0 165 0 0 0 0 0 2095 290 55 2185 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:     50 0 165 0 0 0 0 0 2095 290 55 2185 20
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:     50 0 165 0 0 0 0 0 2095 290 55 2185 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 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      50 0 0 0 0 0 0 0 2095 290 55 2185 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     50 0 0 0 0 0 0 0 2095 290 55 2185 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     50 0 0 0 0 0 0 0 2095 290 55 2185 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 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 0.49 0.20 0.02 0.51 0.00
Crit Volume:     25          0          698          28
Crit Moves:      ****          ****          ****          ****
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212  
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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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 75 65 0 330 0 0 0 0 0 275 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  
Initial Bse: 0 75 65 0 330 0 0 0 0 0 275 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 75 65 0 330 0 0 0 0 0 275 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 75 65 0 330 0 0 0 0 0 275 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 75 65 0 330 0 0 0 0 0 275 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 75 65 0 330 0 0 0 0 0 275 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.05 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.00  
Crit Volume: 0 165 0 138  
Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.435  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
Base Vol: 120 20 165 80 5 25 10 65 70 110 65 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: 120 20 165 80 5 25 10 65 70 110 65 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: 120 20 165 80 5 25 10 65 70 110 65 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: 120 20 165 80 5 25 10 65 0 110 65 75  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 20 165 80 5 25 10 65 0 110 65 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: 120 20 165 80 5 25 10 65 0 110 65 75

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.27 1.73 1.00 0.88 0.52 0.60  
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1408 832 960

Capacity Analysis Module:  
Vol/Sat: 0.04 0.01 0.10 0.05 0.00 0.02 0.02 0.02 0.00 0.08 0.08 0.08  
Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 10 10 35 105 30 10 10 795 25 25 1120 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: 10 10 35 105 30 10 10 795 25 25 1120 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: 10 10 35 105 30 10 10 795 25 25 1120 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: 10 10 35 105 30 10 10 795 25 25 1120 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 35 105 30 10 10 795 25 25 1120 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: 10 10 35 105 30 10 10 795 25 25 1120 155

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.22 0.78 0.72 0.21 0.07 1.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 1600 356 1244 1159 331 110 1600 4654 146 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.03 0.07 0.09 0.09 0.01 0.17 0.17 0.02 0.23 0.10
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 20 160 15 105 110 65 30 720 15 5 760 250
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: 20 160 15 105 110 65 30 720 15 5 760 250
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: 20 160 15 105 110 65 30 720 15 5 760 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 160 15 105 110 65 30 720 15 5 760 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 160 15 105 110 65 30 720 15 5 760 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 160 15 105 110 65 30 720 15 5 760 250
OvlAdjVol: 35

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4702 98 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.05 0.01 0.07 0.03 0.04 0.02 0.15 0.15 0.00 0.16 0.16
OvlAdjV/S: 0.02
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles  
SCIG  
Baseline - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
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:      E I St - W 9th St      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:         Permitted      Permitted      Protected      Protected
Rights:          Ignore      Ignore      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        160 60 10 120 35 15 25 670 125 5 815 130
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:     160 60 10 120 35 15 25 670 125 5 815 130
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:    160 60 10 120 35 15 25 670 125 5 815 130
User Adj:       1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     160 60 0 120 35 0 25 670 125 5 815 130
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    160 60 0 120 35 0 25 670 125 5 815 130
PCE Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    160 60 0 120 35 0 25 670 125 5 815 130
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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
Lanes:          1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.:    1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.10 0.02 0.00 0.08 0.01 0.00 0.02 0.17 0.17 0.00 0.25 0.08
Crit Moves:     ****          ****          ****          ****
*****

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Port of Los Angeles  
SCIG  
Baseline - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut Ave
*****
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:      Farragut 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:         Protected      Protected      Protected      Protected
Rights:          Include      Ovl      Include      Ovl
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 1 0 0 0 0 1 1 0 0 3 0 0 0 0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 10 0 20 40 805 0 0 975 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 0 0 0 10 0 20 40 805 0 0 975 30
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 10 0 20 40 805 0 0 975 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 0 0 0 10 0 20 40 805 0 0 975 30
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 10 0 20 40 805 0 0 975 30
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0 10 0 20 40 805 0 0 975 30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:    0 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.19 0.00 0.00 0.34 0.02
Crit Volume:    0 10 40 488
Crit Moves:     ****          ****          ****
*****

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 31 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	35	30	40	60	145	20	65	780	275	65	810	80
Growth Adj:	1.00	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	30	40	60	145	20	65	780	275	65	810	80
Added Vol:	0	0	0	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	30	40	60	145	20	65	780	275	65	810	80
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:	35	30	40	60	145	20	65	780	0	65	810	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	30	40	60	145	20	65	780	0	65	810	80
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:	35	30	40	60	145	20	65	780	0	65	810	80

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	3757	518	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.03	0.04	0.04	0.04	0.05	0.27	0.00	0.05	0.28	0.06
Crit Volume:	40	60		65			405					
Crit Moves:	****	****		****			****					

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Port of Los Angeles  
SCIG  
Baseline - AM Peak Hour

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461  
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				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ovl		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	1	1	0	2	0	1

Volume Module:

Base Vol:	20	60	245	20	145	175	65	720	15	205	580	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:	20	60	245	20	145	175	65	720	15	205	580	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:	20	60	245	20	145	175	65	720	15	205	580	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:	20	60	245	20	145	175	65	720	15	205	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	60	245	20	145	175	65	720	15	205	580	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:	20	60	245	20	145	175	65	720	15	205	580	10

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2802	48

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.09	0.01	0.05	0.12	0.05	0.25	0.01	0.07	0.21	0.21
Crit Volume:	20			175			360			103		
Crit Moves:	****			****			****			****		

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Port of Los Angeles  
SCIG  
Baseline - AM Peak Hour

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	15	85	45	105	235	45	30	5	25	60	0	55
Growth Adj:	1.00	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	85	45	105	235	45	30	5	25	60	0	55
Added Vol:	0	0	0	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	85	45	105	235	45	30	5	25	60	0	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	85	0	105	235	45	30	5	25	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	85	0	105	235	45	30	5	25	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	85	0	105	235	45	30	5	25	60	0	0

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	1.68	0.32	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2308	442	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.00	0.04	0.10	0.10	0.02	0.02	0.02	0.04	0.00	0.00
Crit Volume:	15			140			30	60				
Crit Moves:	****			****			****	****				

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	5	35	75	5	120	80	115	5	120	170	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:	0	5	35	75	5	120	80	115	5	120	170	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:	0	5	35	75	5	120	80	115	5	120	170	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:	0	5	35	75	5	120	80	115	5	120	170	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	115	5	120	170	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:	0	5	35	75	5	120	80	115	5	120	170	50

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.80	1.15	0.05	0.71	1.00	0.29
Final Sat.:	1500	188	1313	1500	60	1440	1200	1725	75	1059	1500	441

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.07	0.07	0.07	0.11	0.11	0.11
Crit Volume:		40	75				80					170
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
SCIG  
Baseline - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	25	15	10	15	35	50	155	175	40	10	280	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:	25	15	10	15	35	50	155	175	40	10	280	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:	25	15	10	15	35	50	155	175	40	10	280	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:	25	15	10	15	35	50	155	175	40	10	280	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	50	155	175	40	10	280	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:	25	15	10	15	35	50	155	175	40	10	280	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.30	0.70	1.00	0.84	0.94	0.22	0.06	1.84	0.10
Final Sat.:	1500	900	600	450	1050	1500	1257	1419	324	98	2754	148

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.12	0.12	0.12	0.10	0.10	0.10
Crit Volume:	25			50			155					153
Crit Moves:	****			****			****					****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	65	10	30	15	20	15	20	325	55	35	320	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:	65	10	30	15	20	15	20	325	55	35	320	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:	65	10	30	15	20	15	20	325	55	35	320	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:	65	10	30	15	20	15	20	325	55	35	320	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	30	15	20	15	20	325	55	35	320	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:	65	10	30	15	20	15	20	325	55	35	320	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:	1.00	0.25	0.75	1.00	0.57	0.43	0.10	1.62	0.28	0.19	1.76	0.05
Final Sat.:	1500	375	1125	1500	857	643	150	2438	413	288	2630	82

Capacity Analysis Module:

Vol/Sat:	0.04	0.03	0.03	0.01	0.02	0.02	0.13	0.13	0.13	0.12	0.12	0.12
Crit Volume:	65			35			200			35		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	380	10	15	385	0
Growth Adj:	1.00	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	5	20	0	0	0	0	380	10	15	385	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	380	10	15	385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	380	10	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	380	10	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	380	10	15	385	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.08	1.92	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2923	77	113	2888	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.13	0.13	0.13	0.13	0.00
Crit Volume:	20	0	0	0	0	0	0	195	15	15	193	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.219  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	10	0	70	0	380	0	0	385	0
Growth Adj:	1.00	1.00	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	10	0	70	0	380	0	0	385	0
Added Vol:	0	0	0	0	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	10	0	70	0	380	0	0	385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	10	0	70	0	380	0	0	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	0	380	0	0	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	1.00
MLF Adj:	1.00	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	10	0	70	0	380	0	0	385	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.16	0.00	0.00	0.16	0.00
Crit Volume:	0	0	0	70	0	193	0	193	0	193	193	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
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 Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 10 10 280 125 0 60 235 55 50 240 150
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 10 10 280 125 0 60 235 55 50 240 150
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 10 10 280 125 0 60 235 55 50 240 150
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 10 10 280 125 0 60 235 55 50 240 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 10 10 280 125 0 60 235 55 50 240 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 10 10 280 125 0 60 235 55 50 240 150

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2431 569 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.19 0.04 0.00 0.04 0.10 0.10 0.03 0.08 0.10
Crit Volume: 13 280 60 150
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

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

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

Volume Module:

Base Vol: 0 0 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3681 594

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.17 0.17 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 245 245 372
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 23 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Ignore		Ignore		WideBypass		WideBypass	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1

Volume Module:  
Base Vol: 0 0 115 0 0 35 0 910 80 0 1135 245  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 115 0 0 35 0 910 80 0 1135 245  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 115 0 0 35 0 910 80 0 1135 245  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 910 80 0 1135 245  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 910 80 0 1135 245  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 910 80 0 1135 245

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.76 0.24 0.00 2.47 0.53  
Final Sat.: 0 0 1200 0 0 1200 0 3309 291 0 2961 639

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.28 0.00 0.38 0.38  
Crit Volume: 0 0 0 0 0 0 0 460  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 70 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 155 265 35 230 305 145 70 790 65 40 1160 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: 155 265 35 230 305 145 70 790 65 40 1160 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: 155 265 35 230 305 145 70 790 65 40 1160 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 265 35 230 305 145 70 790 65 40 1160 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 265 35 230 305 145 70 790 65 40 1160 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 265 35 230 305 145 70 790 65 40 1160 130

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.25 0.04 0.03 0.36 0.08  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #24 Pacific Coast Hwy / Harbor Ave  
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Cycle (sec): 180 Critical Vol./Cap.(X): 0.628  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 15 30 95 210 90 25 5 1020 20 65 1565 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: 15 30 95 210 90 25 5 1020 20 65 1565 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: 15 30 95 210 90 25 5 1020 20 65 1565 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: 15 30 95 210 90 25 5 1020 20 65 1565 170  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 30 95 210 90 25 5 1020 20 65 1565 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: 15 30 95 210 90 25 5 1020 20 65 1565 170

Saturation Flow Module:  
Sat/Lane: 1600 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 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.71 0.29  
Final Sat.: 533 1067 1600 1120 480 1600 1600 4708 92 1600 4330 470

Capacity Analysis Module:  
Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.22 0.22 0.04 0.36 0.36  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 20 30 10 150 25 135 115 450 20 20 615 130  
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: 20 30 10 150 25 135 115 450 20 20 615 130  
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: 20 30 10 150 25 135 115 450 20 20 615 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 30 10 150 25 135 115 450 20 20 615 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 30 10 150 25 135 115 450 20 20 615 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 30 10 150 25 135 115 450 20 20 615 130  
OvlAdjVol: 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 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.67 1.00 0.33 1.71 0.29 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 1067 1600 533 2743 457 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.08 0.07 0.14 0.01 0.01 0.38 0.08  
OvlAdjV/S: 0.00  
Crit Moves: \*\*\*\*

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## Baseline MD Peak Hour

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 Port of Los Angeles  
 SCIG  
 Baseline - MD Peak Hour  
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Scenario: Scenario Report  
 Baseline MD Peak

Command: Baseline MD Peak  
 Volume: Baseline MD Peak  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Baseline - MD Peak Hour  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 2	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.313	A xxxxx	0.313	+ 0.000 V/C
# 4	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.344	A xxxxx	0.344	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.328	A xxxxx	0.328	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.182	A xxxxx	0.182	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.128	A xxxxx	0.128	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.177	A xxxxx	0.177	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.283	A xxxxx	0.283	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.699	B xxxxx	0.699	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.484	A xxxxx	0.484	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
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		Ocean Blvd	
Approach:	North Bound		South Bound	
Movement:	L	T - R	L	T - R
Control:	Protected		Protected	
Rights:	Include		Include	
Min. Green:	0	0	0	0
Lanes:	1	0 2 0 0	0	0 2 0 2

-----

Volume Module:

Base Vol:	5	650	0	0	120	560	0	0	0	10	145	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:	5	650	0	0	120	560	0	0	0	10	145	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:	5	650	0	0	120	560	0	0	0	10	145	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	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	650	0	0	120	560	0	0	0	10	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	650	0	0	120	560	0	0	0	10	145	0
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	650	0	0	120	560	0	0	0	10	145	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	0.19	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles
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Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
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
Approach: North Bound 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

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Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
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
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include       Include       Include       Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 170 0 0 65 655 0 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
Initial Bse:      0 0 0 0 170 0 0 65 655 0 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 0 0 0 170 0 0 65 655 0 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 0 170 0 0 65 655 0 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 0 170 0 0 65 655 0 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 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 0 170 0 0 65 655 0 0 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 0.90 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 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.20 0.00 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****

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Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.416
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          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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore         Include         Owl             Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         165 0 725 0 0 0 0 0 1495 145 25 1470 45
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     165 0 725 0 0 0 0 0 1495 145 25 1470 45
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:     165 0 725 0 0 0 0 0 1495 145 25 1470 45
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 0.00
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 0.00
PHF Volume:     165 0 0 0 0 0 0 0 0 1495 145 25 1470 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     165 0 0 0 0 0 0 0 0 1495 145 25 1470 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 0.00
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 0.00
FinalVolume:     165 0 0 0 0 0 0 0 0 1495 145 25 1470 0
-----|-----|-----|-----|
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:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00 0.00
Final Sat.:      2850 0 1425 0 0 0 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 0.35 0.10 0.01 0.34 0.00
Crit Volume:     83          0          498         13
Crit Moves:      ****          ****          ****          ****
*****

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Port of Los Angeles
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Baseline - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 220 420 10 310 0 0 0 0 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 1.00
Initial Bse: 0 220 420 10 310 0 0 0 0 0 120 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: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 220 420 10 310 0 0 0 0 0 120 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 220 420 10 310 0 0 0 0 0 120 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: 0.00 1.00 1.00 1.00 2.00 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.15 0.29 0.01 0.11 0.00 0.00 0.00 0.00 0.04 0.00 0.00
Crit Volume: 420 10 0 60
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Port of Los Angeles
SCIG
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 140 25 210 50 10 10 30 75 105 230 65 115
Growth Adj: 1.00 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 25 210 50 10 10 30 75 105 230 65 115
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: 140 25 210 50 10 10 30 75 105 230 65 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 140 25 210 50 10 10 30 75 0 230 65 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 25 210 50 10 10 30 75 0 230 65 115
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: 140 25 210 50 10 10 30 75 0 230 65 115

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.57 1.43 1.00 1.00 0.44 0.56
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 702 898

Capacity Analysis Module:

Vol/Sat: 0.05 0.02 0.13 0.03 0.01 0.01 0.03 0.03 0.00 0.14 0.09 0.13
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Port of Los Angeles
SCIG
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 25 65 80 15 10 25 1015 25 20 910 130
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: 40 25 65 80 15 10 25 1015 25 20 910 130
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: 40 25 65 80 15 10 25 1015 25 20 910 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 25 65 80 15 10 25 1015 25 20 910 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 10 25 1015 25 20 910 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 25 65 80 15 10 25 1015 25 20 910 130

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 1219 229 152 1600 4685 115 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.22 0.22 0.01 0.19 0.08
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles
SCIG
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 120 25 155 105 75 50 880 20 10 700 170
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: 20 120 25 155 105 75 50 880 20 10 700 170
OvlAdjVol: 25

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.04 0.02 0.10 0.03 0.05 0.03 0.19 0.19 0.01 0.15 0.11
OvlAdjV/S: 0.02
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



Port of Los Angeles  
SCIG  
Baseline - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.525
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    38      Level Of Service:      A
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore      Ignore      Include      Include
Min. Green:       0      0      0      0      0      0      0      0
Lanes:           1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         105 60 10 195 65 25 45 850 110 10 755 235
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:     105 60 10 195 65 25 45 850 110 10 755 235
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:     105 60 10 195 65 25 45 850 110 10 755 235
User Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      105 60 0 195 65 0 45 850 110 10 755 235
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     105 60 0 195 65 0 45 850 110 10 755 235
PCE Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     105 60 0 195 65 0 45 850 110 10 755 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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
Lanes:          1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.66 0.34 1.00 2.00 1.00
Final Sat.:     1600 3200 1600 1600 3200 1600 1600 4250 550 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.07 0.02 0.00 0.12 0.02 0.00 0.03 0.20 0.20 0.01 0.24 0.15
Crit Moves:     ****      ****      ****      ****
*****

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Port of Los Angeles  
SCIG  
Baseline - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut Ave
*****
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:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include      Ovl      Include      Ovl
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 1 1 0 0 0 1 1 0 0 3 0 0 0 0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 20
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 25 0 50 25 990 0 0 835 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:     0 0 0 25 0 50 25 990 0 0 835 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:     0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.23 0.00 0.00 0.29 0.01
Crit Volume:     0      25      25      418
Crit Moves:     ****      ****      ****      ****
*****

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Port of Los Angeles  
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Baseline - MD Peak Hour

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 38 Level Of Service: A

\*\*\*\*\*

Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	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	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:	160	150	125	150	170	60	110	775	150	75	700	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:	160	150	125	150	170	60	110	775	150	75	700	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:	160	150	125	150	170	60	110	775	150	75	700	150
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:	160	150	125	150	170	60	110	775	0	75	700	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	150	125	150	170	60	110	775	0	75	700	150
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:	160	150	125	150	170	60	110	775	0	75	700	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2206	2069	1425	1425	3160	1115	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.09	0.11	0.05	0.05	0.08	0.27	0.00	0.05	0.25	0.11
Crit Volume:	125	150					110			350		
Crit Moves:	****	****					****			****		

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Port of Los Angeles  
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Baseline - MD Peak Hour

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 32 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.11	0.01	0.04	0.12	0.07	0.22	0.00	0.07	0.24	0.24
Crit Volume:	10					165	95				335	
Crit Moves:	****					****	****			****	****	

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	30	225	75	85	220	40	70	5	25	80	0	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:	30	225	75	85	220	40	70	5	25	80	0	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:	30	225	75	85	220	40	70	5	25	80	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	225	0	85	220	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	225	0	85	220	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	225	0	85	220	40	70	5	25	80	0	0

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	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2327	423	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	30			130	70		80					
Crit Moves:	***			***	***	***	***			***		***

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.215  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	25	60	200	0	25	170	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	10	130	10	10	25	60	200	0	25	170	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	10	130	10	10	25	60	200	0	25	170	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	10	130	10	10	25	60	200	0	25	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	200	0	25	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	200	0	25	170	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:	1.00	0.07	0.93	1.00	0.29	0.71	0.46	1.54	0.00	0.22	1.51	0.27
Final Sat.:	1500	107	1393	1500	429	1071	692	2308	0	333	2267	400

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.09	0.09	0.00	0.08	0.07	0.08
Crit Volume:				140	10		60			113		
Crit Moves:	***			***	***	***	***			***		***

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.182  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 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: 1.00 0.67 0.33 0.15 0.85 1.00 0.56 1.36 0.08 0.05 1.85 0.10  
Final Sat.: 1500 1000 500 231 1269 1500 833 2042 125 73 2780 146

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.12 0.12 0.12 0.07 0.07 0.07  
Crit Volume: 30 40 100 103  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 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: 1.00 0.22 0.78 1.00 0.29 0.71 0.11 1.63 0.26 0.37 1.56 0.07  
Final Sat.: 1500 333 1167 1500 429 1071 171 2443 386 559 2339 102

Capacity Analysis Module:  
Vol/Sat: 0.05 0.06 0.06 0.00 0.02 0.02 0.12 0.12 0.12 0.10 0.10 0.10  
Crit Volume: 75 35 175 55  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.128  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 5 15 0 0 0 0 335 10 5 325 0  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 5 15 0 0 0 0 335 10 5 325 0  
Added Vol: 0 0 0 0 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 15 0 0 0 0 335 10 5 325 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 5 15 0 0 0 0 335 10 5 325 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 5 15 0 0 0 0 335 10 5 325 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 1.00  
MLF Adj: 1.00 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 15 0 0 0 0 335 10 5 325 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.94 0.06 0.03 1.97 0.00  
Final Sat.: 0 1500 1500 0 0 0 0 2913 87 45 2955 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.11 0.12 0.11 0.11 0.00  
Crit Volume: 15 0 173 5  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.177  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 5 0 45 0 335 0 0 325 0  
Growth Adj: 1.00 1.00 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 5 0 45 0 335 0 0 325 0  
Added Vol: 0 0 0 0 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 5 0 45 0 335 0 0 325 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 5 0 45 0 335 0 0 325 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 5 0 45 0 335 0 0 325 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 1.00  
MLF Adj: 1.00 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 5 0 45 0 335 0 0 325 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.14 0.00 0.00 0.14 0.00  
Crit Volume: 0 45 168 0  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 10 10 10 275 175 0 50 240 10 40 160 165  
Growth Adj: 1.00 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 10 10 275 175 0 50 240 10 40 160 165  
Added Vol: 0 0 0 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 10 10 275 175 0 50 240 10 40 160 165  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 10 10 275 175 0 50 240 10 40 160 165  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 10 10 275 175 0 50 240 10 40 160 165  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 10 10 275 175 0 50 240 10 40 160 165

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2880 120 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.08 0.08 0.03 0.05 0.11  
Crit Volume: 15 275 50 165  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 0 0 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.40 0.60  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3424 851

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22  
Crit Volume: 0 220 190 318  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.283  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 175 0 0 55 0 965 45 0 870 150  
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: 0 0 175 0 0 55 0 965 45 0 870 150  
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: 0 0 175 0 0 55 0 965 45 0 870 150  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 965 45 0 870 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 965 45 0 870 150  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 965 45 0 870 150

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.87 0.13 0.00 2.56 0.44  
Final Sat.: 0 0 1200 0 0 1200 0 3440 160 0 3071 529

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.28 0.00 0.28 0.28  
Crit Volume: 0 0 0 0 0 0 340  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: B

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 120 235 85 175 205 120 100 1075 100 65 970 160  
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: 120 235 85 175 205 120 100 1075 100 65 970 160  
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: 120 235 85 175 205 120 100 1075 100 65 970 160  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 120 235 85 175 205 120 100 1075 100 65 970 160  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 235 85 175 205 120 100 1075 100 65 970 160  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 120 235 85 175 205 120 100 1075 100 65 970 160

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.08 0.07 0.05 0.11 0.06 0.08 0.06 0.34 0.06 0.04 0.30 0.10  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.603  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 195 145 35 50 20 1360 15 60 1170 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: 30 20 195 145 35 50 20 1360 15 60 1170 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: 30 20 195 145 35 50 20 1360 15 60 1170 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: 30 20 195 145 35 50 20 1360 15 60 1170 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 195 145 35 50 20 1360 15 60 1170 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: 30 20 195 145 35 50 20 1360 15 60 1170 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.69 0.31  
Final Sat.: 960 640 1600 1289 311 1600 1600 4748 52 1600 4303 497

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.29 0.29 0.04 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

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Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:  
Base Vol: 5 20 5 280 15 95 80 360 5 5 340 260  
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 20 5 280 15 95 80 360 5 5 340 260  
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 20 5 280 15 95 80 360 5 5 340 260  
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 20 5 280 15 95 80 360 5 5 340 260  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 20 5 280 15 95 80 360 5 5 340 260  
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 20 5 280 15 95 80 360 5 5 340 260  
OvlAdjVol: 112

Saturation Flow Module:  
Sat/Lane: 1600 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 1.34 0.33 1.90 0.10 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 533 2133 533 3037 163 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.06 0.05 0.11 0.00 0.00 0.21 0.16  
OvlAdjV/S: 0.07  
Crit Moves: \*\*\*\* \*\*

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## Baseline PM Peak Hour

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 Port of Los Angeles  
 SCIG  
 Baseline - PM Peak Hour  
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Scenario Report

Scenario: Baseline PM Peak

Command: Baseline PM Peak  
 Volume: Baseline PM Peak  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Baseline - PM Peak Hour  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.380	A xxxxx	0.380	+ 0.000 V/C
# 2	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.341	A xxxxx	0.341	+ 0.000 V/C
# 4	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.242	A xxxxx	0.242	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.578	A xxxxx	0.578	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.660	B xxxxx	0.660	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.267	A xxxxx	0.267	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.297	A xxxxx	0.297	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.654	B xxxxx	0.654	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.821	D xxxxx	0.821	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.733	C	xxxxx 0.733	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.609	B	xxxxx 0.609	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
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

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Volume Module:									
Base Vol:	5 595	0	0 110	495	0 0 0	5 140	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	1.00
Initial Bse:	5 595	0	0 110	495	0 0 0	5 140	145		
Added Vol:	0 0 0	0 0 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 0 0	0 0 0		
Initial Fut:	5 595	0	0 110	495	0 0 0	5 140	145		
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	5 595	0	0 110	495	0 0 0	5 140	0		
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0		
Reduced Vol:	5 595	0	0 110	495	0 0 0	5 140	0		
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	1.00
FinalVolume:	5 595	0	0 110	495	0 0 0	5 140	0		

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Saturation Flow Module:									
Sat/Lane:	1600 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	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		

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Capacity Analysis Module:									
Vol/Sat:	0.00 0.19	0.00	0.00 0.03	0.17	0.00 0.00	0.00	0.00 0.04	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  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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Approach:	North Bound	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	10	110	10	0	600	170	5	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
Initial Bse:	0	0	10	110	10	0	600	170	5	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	10	110	10	0	600	170	5	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	110	10	0	600	170	5	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	110	10	0	600	170	5	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
MLF Adj:	1.00	1.00	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	10	110	10	0	600	170	5	0	0	0	0

Saturation Flow Module:

Sat/Lane:	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
Lanes:	0.00	2.00	1.00	1.83	0.17	0.00	2.00	1.94	0.06	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2933	267	0	2880	3109	91	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.00	0.21	0.05	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #3 Pier S Ave / Ocean Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.341  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

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Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	80	0	0	105	145	0	0	0	0	480	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:	0	80	0	0	105	145	0	0	0	0	480	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:	0	80	0	0	105	145	0	0	0	0	480	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	0	0	105	145	0	0	0	0	480	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	80	0	0	105	145	0	0	0	0	480	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	80	0	0	105	145	0	0	0	0	480	110

Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	0.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
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Intersection #4  
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Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

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

\*\*\*\*\*

Volume Module:

Base Vol:	0	0	0	105	0	0	60	635	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	105	0	0	60	635	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	105	0	0	60	635	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	105	0	0	60	635	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	0	60	635	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	105	0	0	60	635	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.20	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)

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 Seaside Ave / Navy Way  
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Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	385	0	660	0	0	0	0	2110	245	35	1990	0
Growth Adj:	1.00	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	0	660	0	0	0	0	2110	245	35	1990	0
Added Vol:	0	0	0	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	0	660	0	0	0	0	2110	245	35	1990	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	385	0	0	0	0	0	0	2110	245	35	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	0	0	0	0	0	2110	245	35	1990	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	385	0	0	0	0	0	0	2110	245	35	1990	0

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Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.17	0.01	0.47	0.00
Crit Volume:	193							703		18		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 1 0 0

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0

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

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1360	15	0	970	115
Growth Adj:	1.00	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	35	75	135	15	30	15	1360	15	0	970	115
Added Vol:	0	0	0	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	35	75	135	15	30	15	1360	15	0	970	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	75	135	15	30	15	1360	15	0	970	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1360	15	0	970	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1360	15	0	970	115

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4748	52	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.29	0.29	0.00	0.20	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
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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

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Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	20	150	30	160	145	75	75	1170	5	10	755	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:	20	150	30	160	145	75	75	1170	5	10	755	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:	20	150	30	160	145	75	75	1170	5	10	755	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:	20	150	30	160	145	75	75	1170	5	10	755	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	30	160	145	75	75	1170	5	10	755	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:	20	150	30	160	145	75	75	1170	5	10	755	140
OvlAdjVol:												

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4780	20	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.02	0.10	0.05	0.05	0.05	0.24	0.24	0.01	0.16	0.09
OvlAdjV/S:								0.00				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
SCIG  
Baseline - PM Peak Hour

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

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

\*\*\*\*\*

Street Name:	E I St - W 9th St				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	1	0

Volume Module:

Base Vol:	155	70	5	140	70	35	45	1095	285	5	775	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:	155	70	5	140	70	35	45	1095	285	5	775	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:	155	70	5	140	70	35	45	1095	285	5	775	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	70	0	140	70	0	45	1095	285	5	775	220
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	70	0	140	70	0	45	1095	285	5	775	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	70	0	140	70	0	45	1095	285	5	775	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.38	0.62	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3809	991	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.02	0.00	0.09	0.02	0.00	0.03	0.29	0.29	0.00	0.24	0.14
Crit Moves:	****			****			****		****	****		

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Port of Los Angeles  
SCIG  
Baseline - PM Peak Hour

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

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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:	Farragut Ave				Anaheim St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected		Protected		Protected						
Rights:	Include		Ovl		Include		Ovl						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0

Volume Module:

Base Vol:	0	0	0	60	0	95	35	1350	0	0	910	40
Growth Adj:	1.00	1.00	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	60	0	95	35	1350	0	0	910	40
Added Vol:	0	0	0	0	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	60	0	95	35	1350	0	0	910	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	60	0	95	35	1350	0	0	910	40
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	95	35	1350	0	0	910	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	60	0	95	35	1350	0	0	910	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.02	0.32	0.00	0.00	0.32	0.03
Crit Volume:	0			60		35		455				
Crit Moves:				****		****		****		****		

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Port of Los Angeles  
SCIG  
Baseline - PM Peak Hour

Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*  
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: 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  
-----  
Volume Module:  
Base Vol: 205 140 95 175 215 30 95 1170 250 65 825 150  
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: 205 140 95 175 215 30 95 1170 250 65 825 150  
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: 205 140 95 175 215 30 95 1170 250 65 825 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 205 140 95 175 215 30 95 1170 0 65 825 150  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 140 95 175 215 30 95 1170 0 65 825 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 205 140 95 175 215 30 95 1170 0 65 825 150  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 2.63 0.37 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2540 1735 1425 1425 3752 523 1425 2850 1425 1425 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.07 0.12 0.06 0.06 0.07 0.41 0.00 0.05 0.29 0.11  
Crit Volume: 115 175 585 65  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.568  
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 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: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 15 165 595 10 220 205 155 885 5 190 855 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: 15 165 595 10 220 205 155 885 5 190 855 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: 15 165 595 10 220 205 155 885 5 190 855 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: 15 165 595 10 220 205 155 885 5 190 855 15  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 165 595 10 220 205 155 885 5 190 855 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: 15 165 595 10 220 205 155 885 5 190 855 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.21 0.01 0.08 0.14 0.11 0.31 0.00 0.07 0.31 0.31  
Crit Volume: 15 205 155 435  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp			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		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	0	1

Volume Module:

Base Vol:	20	360	55	115	335	45	65	0	15	65	0	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:	20	360	55	115	335	45	65	0	15	65	0	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:	20	360	55	115	335	45	65	0	15	65	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	360	0	115	335	45	65	0	15	65	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	0	115	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	360	0	115	335	45	65	0	15	65	0	0

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	2424	326	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.05	0.00	0.00
Crit Volume:	180	58		65			65		65			
Crit Moves:	****	****		****			****		****			

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Port of Los Angeles  
SCIG  
Baseline - PM Peak Hour

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 21 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	5	0	135	70	0	145	125	380	0	20	165	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:	5	0	135	70	0	145	125	380	0	20	165	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:	5	0	135	70	0	145	125	380	0	20	165	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	135	70	0	145	125	380	0	20	165	70
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	380	0	20	165	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	380	0	20	165	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.50	1.50	0.00	0.16	1.29	0.55
Final Sat.:	1500	0	1500	1500	0	1500	743	2257	0	235	1941	824

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.17	0.17	0.00	0.08	0.09	0.09
Crit Volume:	135	70		253			20					
Crit Moves:	****	****		****			****		****			

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.338  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 20  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.58 1.41 0.01 0.06 1.82 0.12  
Final Sat.: 1304 1435 261 517 983 1500 873 2104 22 90 2731 179  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.22 0.22 0.22 0.11 0.11 0.11  
Crit Volume: 50 95 195 168  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.297  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 75 25 85 10 5 30 15 575 20 20 425 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: 75 25 85 10 5 30 15 575 20 20 425 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: 75 25 85 10 5 30 15 575 20 20 425 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: 75 25 85 10 5 30 15 575 20 20 425 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 25 85 10 5 30 15 575 20 20 425 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 75 25 85 10 5 30 15 575 20 20 425 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.23 0.77 1.00 0.14 0.86 0.05 1.88 0.07 0.08 1.79 0.13  
Final Sat.: 1500 341 1159 1500 214 1286 74 2828 98 126 2684 189  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.07 0.07 0.01 0.02 0.02 0.20 0.20 0.20 0.16 0.16 0.16  
Crit Volume: 110 10 305 20  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 10 0 5 0 0 0 0 0 605 25 15 515 0  
Growth Adj: 1.00 1.00 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 0 5 0 0 0 0 0 605 25 15 515 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: 10 0 5 0 0 0 0 0 605 25 15 515 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 5 0 0 0 0 0 605 25 15 515 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 5 0 0 0 0 0 605 25 15 515 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 5 0 0 0 0 0 605 25 15 515 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.92 0.08 0.06 1.94 0.00  
Final Sat.: 1500 500 1000 0 0 0 0 2881 119 85 2915 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.21 0.21 0.18 0.18 0.00  
Crit Volume: 10 0 315 15  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*  
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: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: King Ave Harry Bridges Blvd  
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 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0  
-----  
Volume Module:  
Base Vol: 0 0 0 5 0 60 0 605 0 0 515 0  
Growth Adj: 1.00 1.00 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 5 0 60 0 605 0 0 515 0  
Added Vol: 0 0 0 0 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 5 0 60 0 605 0 0 515 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 5 0 60 0 605 0 0 515 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 5 0 60 0 605 0 0 515 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 5 0 60 0 605 0 0 515 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.15 0.85 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 185 1015 1200 1200 2400 0 1200 2400 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.05 0.00 0.25 0.00 0.00 0.21 0.00  
Crit Volume: 0 60 303 0  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
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: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 60 25 250 135 0 45 460 20 50 315 205  
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: 10 60 25 250 135 0 45 460 20 50 315 205  
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: 10 60 25 250 135 0 45 460 20 50 315 205  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 60 25 250 135 0 45 460 20 50 315 205  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 25 250 135 0 45 460 20 50 315 205  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 60 25 250 135 0 45 460 20 50 315 205  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 316 1895 789 1500 3000 1500 1500 2875 125 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.14  
Crit Volume: 48 250 240 50  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
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: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 160 0 290 255 1180 0 0 950 210  
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 0 0 160 0 290 255 1180 0 0 950 210  
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 0 0 160 0 290 255 1180 0 0 950 210  
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: 0 0 0 160 0 290 255 1180 0 0 950 210  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 160 0 290 255 1180 0 0 950 210  
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: 0 0 0 160 0 290 255 1180 0 0 950 210  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.46 0.54  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3501 774  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.20 0.18 0.41 0.00 0.00 0.27 0.27  
Crit Volume: 0 290 255 387  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.399  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Ignore WideBypass WideBypass  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0  
-----  
Volume Module:  
Base Vol: 0 0 175 0 0 60 0 1370 65 0 1110 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 0 175 0 0 60 0 1370 65 0 1110 185  
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 0 175 0 0 60 0 1370 65 0 1110 185  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 1370 65 0 1110 185  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1370 65 0 1110 185  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 1370 65 0 1110 185  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.86 0.14 0.00 2.57 0.43  
Final Sat.: 0 0 1200 0 0 1200 0 3437 163 0 3086 514  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.40 0.00 0.36 0.36  
Crit Volume: 0 0 0 0 0 0 0 478 0  
Crit Moves: \*\*\*\* \*\*

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Baseline - PM Peak Hour

Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.821  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 80 Level Of Service: D  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 335 80 170 190 105 105 1375 70 65 930 125  
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: 155 335 80 170 190 105 105 1375 70 65 930 125  
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: 155 335 80 170 190 105 105 1375 70 65 930 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 335 80 170 190 105 105 1375 70 65 930 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 335 80 170 190 105 105 1375 70 65 930 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 335 80 170 190 105 105 1375 70 65 930 125  
-----  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.43 0.04 0.04 0.29 0.08  
Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.733  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 Level Of Service: C

\*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted	Protected		Protected										
Rights:	Include		Include	Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1710	5	45	1145	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:	35	45	290	160	35	10	10	1710	5	45	1145	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:	35	45	290	160	35	10	10	1710	5	45	1145	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1710	5	45	1145	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1710	5	45	1145	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1710	5	45	1145	130

Saturation Flow Module:

Sat/Lane:	1600	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:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.69	0.31
Final Sat.:	700	900	1600	1313	287	1600	1600	4786	14	1600	4311	489

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.36	0.36	0.03	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St Ramp			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:	Include		Include	Include		Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	5	25	15	150	25	155	185	855	0	5	420	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	15	150	25	155	185	855	0	5	420	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	15	150	25	155	185	855	0	5	420	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	15	150	25	155	185	855	0	5	420	340
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	150	25	155	185	855	0	5	420	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	15	150	25	155	185	855	0	5	420	340

OvlAdjVol: 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:	0.22	1.11	0.67	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2743	457	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.27	0.00	0.00	0.26	0.21
OvlAdjV/S:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.27	0.00	0.00	0.26	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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## Baseline Plus Construction AM Peak Hour



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SCIG EIR  
Construction AM Peak Hour

Scenario: Scenario Report  
Construction AM Peak

Command: Construction AM Peak  
Volume: Construction AM Peak  
Geometry: Baseline  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

Port of Los Angeles  
SCIG EIR  
Construction AM Peak Hour

Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 2	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.266	A xxxxx	0.266	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.212	A xxxxx	0.212	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.475	A xxxxx	0.475	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.501	A xxxxx	0.501	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.461	A xxxxx	0.461	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.178	A xxxxx	0.178	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.243	A xxxxx	0.243	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.255	A xxxxx	0.255	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.223	A xxxxx	0.223	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.153	A xxxxx	0.153	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.219	A xxxxx	0.219	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.605	B xxxxx	0.605	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.411	A xxxxx	0.411	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.804	D xxxxx	0.804	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.649	B xxxxx	0.649	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
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 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.335
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

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Street Name:	Terminal Island Fwy		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
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

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Volume Module:												
Base Vol:	5	210	0	0	105	420	0	0	0	25	115	0
Growth Adj:	1.00	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	0	0	105	420	0	0	0	25	115	0
Added Vol:	0	0	0	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	0	0	105	420	0	0	0	25	115	0
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	210	0	0	105	420	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	0	0	105	420	0	0	0	25	115	0
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	210	0	0	105	420	0	0	0	25	115	0

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Saturation Flow Module:												
Sat/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	0.03	0.15	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****				****					****		

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Port of Los Angeles  
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Construction AM Peak Hour

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

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Intersection #2  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.215  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A

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Approach:	North Bound	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	130	0	0	215	125	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	130	0	0	215	125	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	130	0	0	215	125	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	130	0	0	215	125	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	0	215	125	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	130	0	0	215	125	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	0.04	0.00	0.00	0.00	0.00
Crit Moves:	****						****					

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

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Intersection #3 Pier S Ave / Ocean Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.266  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

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Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	65	0	0	80	75	0	0	0	0	380	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:	0	65	0	0	80	75	0	0	0	0	380	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:	0	65	0	0	80	75	0	0	0	0	380	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	65	0	0	80	75	0	0	0	0	380	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	65	0	0	80	75	0	0	0	0	380	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	65	0	0	80	75	0	0	0	0	380	110

Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.05	0.00	0.00	0.00	0.00	0.12	0.04
Crit Moves:	****				****						****	

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

\*\*\*\*\*  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
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Intersection #4  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.209  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

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

Volume Module:

Base Vol:	0	0	0	80	0	0	65	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	0	0	80	0	0	65	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	0	0	80	0	0	65	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	0	0	80	0	0	65	260	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	0	65	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	0	0	80	0	0	65	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.04	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)

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 Seaside Ave / Navy Way  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527  
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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

Volume Module:

Base Vol:	50	0	0	0	0	0	2095	0	55	2185	0
Growth Adj:	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	0	0	0	0	0	2095	0	55	2185	0
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:	50	0	0	0	0	0	2095	0	55	2185	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	0	0	0	0	0	2095	0	55	2185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	0	0	0	0	2095	0	55	2185	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	0	0	0	0	0	2095	0	55	2185	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	3.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	2850	4275

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.02	0.51
Crit Volume:	25							698		28	
Crit Moves:	****							****		****	

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

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Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected	Protected		Protected		Protected	
Rights:	Include		Include	Include		Include	Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	75	65	0	330	0	0	0	0	275	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	75	65	0	330	0	0	0	0	275	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	75	65	0	330	0	0	0	0	275	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	75	65	0	330	0	0	0	0	275	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	65	0	330	0	0	0	0	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	75	65	0	330	0	0	0	0	275	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	0.05	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:	0			165			0			138		
Crit Moves:	****			****						****		

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

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Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase	Split Phase		Split Phase		Split Phase	
Rights:	Include		Include	Ignore		Ignore	Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	120	20	165	80	5	25	10	65	0	110	65	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:	120	20	165	80	5	25	10	65	0	110	65	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:	120	20	165	80	5	25	10	65	0	110	65	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:	120	20	165	80	5	25	10	65	0	110	65	75
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	165	80	5	25	10	65	0	110	65	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
Final Volume:	120	20	165	80	5	25	10	65	0	110	65	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.27	1.73	1.00	0.88	0.52	0.60
Final Sat.:	2880	1600	1600	1600	1600	1600	427	2773	1600	1408	832	960

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.10	0.05	0.00	0.02	0.02	0.02	0.00	0.08	0.08	0.08
Crit Moves:	****	****		****			****			****		

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Port of Los Angeles  
SCIG EIR  
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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

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Street Name:	Harbor Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	10	10	35	105	30	10	10	805	25	25	1130	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:	10	10	35	105	30	10	10	805	25	25	1130	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:	10	10	35	105	30	10	10	805	25	25	1130	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:	10	10	35	105	30	10	10	805	25	25	1130	155
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	35	105	30	10	10	805	25	25	1130	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:	10	10	35	105	30	10	10	805	25	25	1130	155

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.22	0.78	0.72	0.21	0.07	1.00	2.91	0.09	1.00	3.00	1.00
Final Sat.:	1600	356	1244	1159	331	110	1600	4655	145	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.07	0.09	0.09	0.01	0.17	0.17	0.02	0.24	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

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Street Name:	Santa Fe Ave				Anaheim St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	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				
Lanes:	1	0	2	0	1	1	0	2	1	0	1	0	1

Volume Module:

Base Vol:	20	160	15	105	110	65	30	730	15	5	770	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:	20	160	15	105	110	65	30	730	15	5	770	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:	20	160	15	105	110	65	30	730	15	5	770	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	1.00
PHF Adj:	1.00	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	160	15	105	110	65	30	730	15	5	770	250
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	160	15	105	110	65	30	730	15	5	770	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	160	15	105	110	65	30	730	15	5	770	250

OvlAdjVol: 35

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4703	97	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.01	0.07	0.03	0.04	0.02	0.16	0.16	0.00	0.16	0.16
OvlAdjV/S:								0.02				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

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:	E I St - W 9th St	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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 1 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:

Base Vol:	160 60 0 130 35 0	25 670 125 5 815 140
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:	160 60 0 130 35 0	25 670 125 5 815 140
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:	160 60 0 130 35 0	25 670 125 5 815 140
User Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	160 60 0 130 35 0	25 670 125 5 815 140
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	160 60 0 130 35 0	25 670 125 5 815 140
PCE Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	160 60 0 130 35 0	25 670 125 5 815 140

Saturation Flow Module:

Sat/Lane:	1600 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:	1.00 2.00 1.00 1.00 2.00 1.00	1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.:	1600 3200 1600 1600 3200 1600	1600 4045 755 1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.10 0.02 0.00 0.08 0.01 0.00	0.02 0.17 0.17 0.00 0.25 0.09
Crit Moves:	****	****

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

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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:	Farragut 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:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	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 3 0 0	0 0 2 0 1

Volume Module:

Base Vol:	0 0 0 10 0 20	40 805 0 0 975 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 0 0 10 0 20	40 805 0 0 975 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 0 0 10 0 20	40 805 0 0 975 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 0 0 10 0 20	40 805 0 0 975 30
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0 10 0 20	40 805 0 0 975 30
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 10 0 20	40 805 0 0 975 30

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425 1425 1425 1425
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 1.00 0.00 1.00	1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:	0 0 0 1425 0 1425	1425 4275 0 0 2850 1425

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.01 0.00 0.01	0.03 0.19 0.00 0.00 0.34 0.02
Crit Volume:	0	10 40 488
Crit Moves:	****	****

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*  
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: 31 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  
-----  
Volume Module:  
Base Vol: 35 30 40 60 145 20 65 780 0 65 810 80  
Growth Adj: 1.00 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 30 40 60 145 20 65 780 0 65 810 80  
Added Vol: 0 0 0 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 30 40 60 145 20 65 780 0 65 810 80  
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: 35 30 40 60 145 20 65 780 0 65 810 80  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 35 30 40 60 145 20 65 780 0 65 810 80  
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: 35 30 40 60 145 20 65 780 0 65 810 80  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 2.64 0.36 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2302 1973 1425 1425 3757 518 1425 2850 1425 1425 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.03 0.04 0.04 0.04 0.05 0.27 0.00 0.05 0.28 0.06  
Crit Volume: 40 60 65 405  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.461  
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 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: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 20 60 245 20 145 175 65 720 15 205 580 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: 20 60 245 20 145 175 65 720 15 205 580 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: 20 60 245 20 145 175 65 720 15 205 580 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: 20 60 245 20 145 175 65 720 15 205 580 10  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 60 245 20 145 175 65 720 15 205 580 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: 20 60 245 20 145 175 65 720 15 205 580 10  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2802 48  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.04 0.09 0.01 0.05 0.12 0.05 0.25 0.01 0.07 0.21 0.21  
Crit Volume: 20 175 360 103  
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.178  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*  
Street Name: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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  
-----  
Volume Module:  
Base Vol: 15 85 0 105 235 45 30 5 25 60 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 85 0 105 235 45 30 5 25 60 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 85 0 105 235 45 30 5 25 60 0 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 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 15 85 0 105 235 45 30 5 25 60 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 85 0 105 235 45 30 5 25 60 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
Final Volume: 15 85 0 105 235 45 30 5 25 60 0 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2308 442 1375 229 1146 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.03 0.00 0.04 0.10 0.10 0.02 0.02 0.02 0.04 0.00 0.00  
Crit Volume: 15 140 30 60  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.243  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 0  
-----  
Volume Module:  
Base Vol: 0 5 35 75 5 120 80 115 5 120 170 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: 0 5 35 75 5 120 80 115 5 120 170 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: 0 5 35 75 5 120 80 115 5 120 170 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: 0 5 35 75 5 120 80 115 5 120 170 50  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 5 35 75 5 120 80 115 5 120 170 50  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 0 5 35 75 5 120 80 115 5 120 170 50  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.12 0.88 1.00 0.04 0.96 0.80 1.15 0.05 0.71 1.00 0.29  
Final Sat.: 1500 188 1313 1500 60 1440 1200 1725 75 1059 1500 441  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.03 0.03 0.05 0.08 0.08 0.07 0.07 0.07 0.11 0.11 0.11  
Crit Volume: 40 75 80 170  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name:	Avalon Blvd				Harry Bridges Blvd				
	North Bound		South Bound		East Bound		West Bound		
Approach:	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
Lanes:	0	1	0	1	0	1	0	1	0
Volume Module:	25 15		10 15		35 50		155 175		40 10 280 15
Base Vol:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00
Growth Adj:	1.00 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 15		10 15		35 50		155 175		40 10 280 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:	25 15		10 15		35 50		155 175		40 10 280 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:	25 15		10 15		35 50		155 175		40 10 280 15
Reduced Vol:	0 0		0 0		0 0		0 0		0 0 0 0
Reduced Vol:	25 15		10 15		35 50		155 175		40 10 280 15
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00
Final Volume:	25 15		10 15		35 50		155 175		40 10 280 15
Saturation Flow Module:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500 1500
Sat/Lane:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00
Adjustment:	1.00 0.60		0.40 0.30		0.70 1.00		0.84 0.94		0.22 0.06 1.84 0.10
Lanes:	1500 900		600 450		1050 1500		1257 1419		324 98 2754 148
Final Sat.:	0.02 0.02		0.02 0.03		0.03 0.03		0.12 0.12		0.12 0.10 0.10 0.10
Capacity Analysis Module:	25		50		155		153		
Vol/Sat:	****		****		****		****		
Crit Volume:	****		****		****		****		
Crit Moves:	****		****		****		****		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

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: 19 Level Of Service: A

Street Name:	Fries Ave				Harry Bridges Blvd				
	North Bound		South Bound		East Bound		West Bound		
Approach:	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
Lanes:	1	0	0	1	0	0	1	0	1
Volume Module:	65 10		30 15		20 15		20 325		55 35 320 10
Base Vol:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00
Growth Adj:	1.00 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 10		30 15		20 15		20 325		55 35 320 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:	65 10		30 15		20 15		20 325		55 35 320 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:	65 10		30 15		20 15		20 325		55 35 320 10
Reduced Vol:	0 0		0 0		0 0		0 0		0 0 0 0
Reduced Vol:	65 10		30 15		20 15		20 325		55 35 320 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
Final Volume:	65 10		30 15		20 15		20 325		55 35 320 10
Saturation Flow Module:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500 1500
Sat/Lane:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00
Adjustment:	1.00 0.25		0.75 1.00		0.57 0.43		0.10 1.62		0.28 0.19 1.76 0.05
Lanes:	1500 375		1125 1500		857 643		150 2438		413 288 2630 82
Final Sat.:	0.04 0.03		0.03 0.01		0.02 0.02		0.13 0.13		0.13 0.12 0.12 0.12
Capacity Analysis Module:	65		35		200		35		
Vol/Sat:	****		****		****		****		
Crit Volume:	****		****		****		****		
Crit Moves:	****		****		****		****		

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd								
	North Bound		South Bound	East Bound		West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted			Permitted			Permitted		Permitted			
Rights:	Include			Include			Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0

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Volume Module:

Base Vol:	5	5	20	0	0	0	0	380	10	15	385	0
Growth Adj:	1.00	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	5	20	0	0	0	0	380	10	15	385	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	380	10	15	385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	380	10	15	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	380	10	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	380	10	15	385	0

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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:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.08	1.92	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2923	77	113	2888	0

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Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.13	0.13	0.13	0.13	0.00
Crit Volume:	20	0	0	0	0	0	195	15	15	193	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.219  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd								
	North Bound		South Bound	East Bound		West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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	0	1	0	0	1	0	1	1	0	1	1

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Volume Module:

Base Vol:	0	0	0	10	0	70	0	380	0	0	385	0
Growth Adj:	1.00	1.00	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	10	0	70	0	380	0	0	385	0
Added Vol:	0	0	0	0	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	10	0	70	0	380	0	0	385	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	10	0	70	0	380	0	0	385	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	0	380	0	0	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	1.00
MLF Adj:	1.00	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	10	0	70	0	380	0	0	385	0

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Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2400	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.16	0.00	0.00	0.16	0.00
Crit Volume:	0	0	0	70	0	193	0	0	0	193	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Harry Bridges Blvd / Figueroa St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Street Name: Figueroa St Harry Bridges Blvd
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 Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1
Volume Module:
Base Vol: 5 10 10 280 125 0 60 235 55 50 240 150
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 10 10 280 125 0 60 235 55 50 240 150
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 10 10 280 125 0 60 235 55 50 240 150
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 10 10 280 125 0 60 235 55 50 240 150
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 10 10 280 125 0 60 235 55 50 240 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 5 10 10 280 125 0 60 235 55 50 240 150
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.62 0.38 1.00 2.00 1.00
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2431 569 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.19 0.04 0.00 0.04 0.10 0.10 0.03 0.08 0.10
Crit Volume: 13 280 60 150
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #21 PCH / Alameda St Ramp
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 Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
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 0 175 0 245 245 745 0 0 960 155
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 245 245 745 0 0 960 155
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
Final Volume: 0 0 0 175 0 245 245 745 0 0 960 155
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3681 594
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.17 0.17 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 245 245 372
Crit Moves: \*\*\*\* \*\*\*\*

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

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Intersection #22 Pacific Coast Hwy / Site Entrance  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.411  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

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Street Name:	Pacific Coast Hwy			
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Ignore	Ignore	WideBypass	WideBypass
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0 0 100	0 0 0	0 910	80	0 1135	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	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 100	0 0 0	0 910	80	0 1135	345
Added Vol:	0 0 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 0 0
Initial Fut:	0 0 100	0 0 0	0 910	80	0 1135	345
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	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 0.00	1.00 1.00 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	0 910	80	0 1135	345
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	0 0 0	0 910	80	0 1135	345
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	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 0.00	1.00 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	0 910	80	0 1135	345

Saturation Flow Module:

Sat/Lane:	1500 1500	1500 1500	1500 1500	1500 1500	1500 1500	1500 1500
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	1.00 0.00	0.00 0.00	1.00 0.00	2.76 0.24	0.00 2.30
Final Sat.:	0 0 1200	0 0 1200	0 3309	291	0 2761	839

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.00	0.00 0.27	0.28	0.00 0.41	0.41
Crit Volume:	0	0	0	493	0	0
Crit Moves:	0	0	0	493	0	0

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

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Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.804  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 76 Level Of Service: D

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Street Name:	Santa Fe Ave				Pacific Coast Hwy			
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	155 265	35 230	305 145	70 890	65 40	1260 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:	155 265	35 230	305 145	70 890	65 40	1260 130
Added Vol:	0 0 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 0 0
Initial Fut:	155 265	35 230	305 145	70 890	65 40	1260 130
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	155 265	35 230	305 145	70 890	65 40	1260 130
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	155 265	35 230	305 145	70 890	65 40	1260 130
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	155 265	35 230	305 145	70 890	65 40	1260 130

Saturation Flow Module:

Sat/Lane:	1600 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:	1.00 2.00	1.00 1.00	2.00 1.00	1.00 2.00	1.00 1.00	2.00 1.00
Final Sat.:	1600 3200	1600 1600	3200 1600	1600 3200	1600 1600	3200 1600

Capacity Analysis Module:

Vol/Sat:	0.10 0.08	0.02 0.14	0.10 0.09	0.04 0.28	0.04 0.03	0.39 0.08
Crit Moves:	****	****	****	****	****	****

\*\*\*\*\*

Port of Los Angeles  
SCIG EIR  
Construction AM Peak Hour

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

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.649  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: B

\*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Movement:							
Control:	Permitted	Permitted		Protected	Protected		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1		1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	15	30	95	210	90	25	5	1120	20	65	1665	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:	15	30	95	210	90	25	5	1120	20	65	1665	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:	15	30	95	210	90	25	5	1120	20	65	1665	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:	15	30	95	210	90	25	5	1120	20	65	1665	170
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	95	210	90	25	5	1120	20	65	1665	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:	15	30	95	210	90	25	5	1120	20	65	1665	170

Saturation Flow Module:

Sat/Lane:	1600	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	0.67	1.00	0.70	0.30	1.00	1.00	2.95	0.05	1.00	2.72	0.28
Final Sat.:	533	1067	1600	1120	480	1600	1600	4716	84	1600	4355	445

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.06	0.13	0.19	0.02	0.00	0.24	0.24	0.04	0.38	0.38
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Port of Los Angeles  
SCIG EIR  
Construction AM Peak Hour

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

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Movement:							
Control:	Split Phase	Split Phase		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:	20	30	10	150	25	135	115	450	20	20	615	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:	20	30	10	150	25	135	115	450	20	20	615	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:	20	30	10	150	25	135	115	450	20	20	615	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	30	10	150	25	135	115	450	20	20	615	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	150	25	135	115	450	20	20	615	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	10	150	25	135	115	450	20	20	615	130
OvlAdjVol:												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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	1.00	0.33	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1067	1600	533	2743	457	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.05	0.05	0.08	0.07	0.14	0.01	0.01	0.38	0.08
OvlAdjV/S:												0.00
Crit Moves:	****			****	****					****		

\*\*\*\*\*

## Baseline Plus Construction MD Peak Hour

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 Port of Los Angeles  
 SCIG EIR  
 Construction MD Peak Hour  
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Scenario Report

Scenario:                    Construction MD Peak

Command:                  Construction MD Peak  
 Volume:                   Construction MD Peak  
 Geometry:                Baseline  
 Impact Fee:              Default Impact Fee  
 Trip Generation:        Default Trip Generation  
 Trip Distribution:      Default Trip Distribution  
 Paths:                    Default Path  
 Routes:                   Default Route  
 Configuration:          Default Configuration

-----  
 Port of Los Angeles  
 SCIG EIR  
 Construction MD Peak Hour  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 2	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.313	A xxxxx	0.313	+ 0.000 V/C
# 4	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.344	A xxxxx	0.344	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.328	A xxxxx	0.328	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.182	A xxxxx	0.182	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.128	A xxxxx	0.128	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.177	A xxxxx	0.177	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.311	A xxxxx	0.311	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C



Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
	B xxxxx	0.624	B xxxxx	0.624	
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.484	A xxxxx	0.484	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
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	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:	5 650 0	0 120 560	0 0 0	10 145 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 650 0	0 120 560	0 0 0	10 145 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 650 0	0 120 560	0 0 0	10 145 0
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:	5 650 0	0 120 560	0 0 0	10 145 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 650 0	0 120 560	0 0 0	10 145 0
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:	5 650 0	0 120 560	0 0 0	10 145 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 0.19	0.00 0.00 0.00	0.01 0.05 0.00
Crit Moves:	****	****		****

\*\*\*\*\*

Port of Los Angeles
SCIG EIR
Construction MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #2
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
\*\*\*\*\*
Approach: North Bound 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 0 0 0 0
Lanes: 0 0 2 0 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
\*\*\*\*\*
Volume Module:
Base Vol: 0 25 5 130 10 0 655 170 0 0 0 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 25 5 130 10 0 655 170 0 0 0 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 25 5 130 10 0 655 170 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 25 5 130 10 0 655 170 0 0 0 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 25 5 130 10 0 655 170 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 25 5 130 10 0 655 170 0 0 0 0 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 1.00
Lanes: 0.00 2.00 1.00 1.86 0.14 0.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2971 229 0 2880 3200 0 0 0 0 0 0
\*\*\*\*\*
Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.04 0.04 0.00 0.23 0.05 0.00 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles
SCIG EIR
Construction MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
\*\*\*\*\*
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0
\*\*\*\*\*
Volume Module:
Base Vol: 0 65 0 0 170 60 0 0 0 0 0 510 215
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 1.00
Initial Bse: 0 65 0 0 170 60 0 0 0 0 0 510 215
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 65 0 0 170 60 0 0 0 0 0 510 215
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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 170 60 0 0 0 0 0 510 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 170 60 0 0 0 0 0 510 215
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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 65 0 0 170 60 0 0 0 0 0 510 215
\*\*\*\*\*
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 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
\*\*\*\*\*
Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.16 0.07
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

\*\*\*\*\*  
Intersection #4  
\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	0	0	0	170	0	0	65	655	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	170	0	0	65	655	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	170	0	0	65	655	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	170	0	0	65	655	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	0	65	655	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	170	0	0	65	655	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.04	0.20	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

\*\*\*\*\*

Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

\*\*\*\*\*  
Intersection #5 Seaside Ave / Navy Way  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
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	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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

\*\*\*\*\*

Volume Module:

Base Vol:	165	0	0	0	0	0	0	1495	0	25	1470	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	0	0	0	0	0	0	1495	0	25	1470	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	0	0	0	0	0	0	1495	0	25	1470	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	165	0	0	0	0	0	0	1495	0	25	1470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	0	0	0	0	0	0	1495	0	25	1470	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	165	0	0	0	0	0	0	1495	0	25	1470	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	0.35	0.00	0.01	0.34	0.00
Crit Volume:	83							498		13		
Crit Moves:	****							****		****		

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Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 1 0 1 1	0 0 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol:	0	220	420	10	310	0	0	0	0	120	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	220	420	10	310	0	0	0	0	120	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	220	420	10	310	0	0	0	0	120	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	220	420	10	310	0	0	0	0	120	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	220	420	10	310	0	0	0	0	120	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	220	420	10	310	0	0	0	0	120	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	0.15	0.29	0.01	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:	420	10				0				60		
Crit Moves:	****	****								****		

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Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

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Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

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Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East 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:	2 0 1 0 1 1	1 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol:	140	25	210	50	10	10	30	75	0	230	65	115
Growth Adj:	1.00	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	25	210	50	10	10	30	75	0	230	65	115
Added Vol:	0	0	0	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	25	210	50	10	10	30	75	0	230	65	115
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:	140	25	210	50	10	10	30	75	0	230	65	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	25	210	50	10	10	30	75	0	230	65	115
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
Final Volume:	140	25	210	50	10	10	30	75	0	230	65	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.57	1.43	1.00	1.00	0.44	0.56
Final Sat.:	2880	1600	1600	1600	1600	1600	914	2286	1600	1600	702	898

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.13	0.03	0.01	0.01	0.03	0.03	0.00	0.14	0.09	0.13
Crit Moves:	****	****					****	****		****		

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

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Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

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Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	40	25	65	80	15	10	25	1025	25	20	920	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:	40	25	65	80	15	10	25	1025	25	20	920	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:	40	25	65	80	15	10	25	1025	25	20	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	65	80	15	10	25	1025	25	20	920	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	65	80	15	10	25	1025	25	20	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	65	80	15	10	25	1025	25	20	920	130

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.28	0.72	0.76	0.14	0.10	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	444	1156	1219	229	152	1600	4686	114	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.05	0.07	0.07	0.02	0.22	0.22	0.01	0.19	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

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Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	20	120	25	155	105	75	50	890	20	10	710	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:	20	120	25	155	105	75	50	890	20	10	710	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:	20	120	25	155	105	75	50	890	20	10	710	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:	20	120	25	155	105	75	50	890	20	10	710	170
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	25	155	105	75	50	890	20	10	710	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:	20	120	25	155	105	75	50	890	20	10	710	170

OvlAdjVol: 25

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4695	105	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.10	0.03	0.05	0.03	0.19	0.19	0.01	0.15	0.11
OvlAdjV/S:						0.02						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
SCIG EIR  
Construction MD Peak Hour

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

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

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Street Name:	E I St - W 9th St			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:	Permitted		Permitted	Protected		Protected									
Rights:	Ignore		Ignore	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	105	60	0	205	65	0	45	850	110	10	755	245
Growth Adj:	1.00	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	60	0	205	65	0	45	850	110	10	755	245
Added Vol:	0	0	0	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	60	0	205	65	0	45	850	110	10	755	245
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	60	0	205	65	0	45	850	110	10	755	245
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	60	0	205	65	0	45	850	110	10	755	245
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	60	0	205	65	0	45	850	110	10	755	245

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.66	0.34	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4250	550	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.02	0.00	0.13	0.02	0.00	0.03	0.20	0.20	0.01	0.24	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #11 Anaheim St / Farragut Ave  
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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

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Street Name:	Farragut 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:	Protected		Protected	Protected		Protected													
Rights:	Include		Ovl	Include		Ovl													
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	3	0	0	0	0	2	0	1

Volume Module:

Base Vol:	0	0	0	25	0	50	25	990	0	0	835	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	0	0	25	0	50	25	990	0	0	835	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	0	0	25	0	50	25	990	0	0	835	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	0	0	25	0	50	25	990	0	0	835	20
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	50	25	990	0	0	835	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	25	0	50	25	990	0	0	835	20

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.02	0.23	0.00	0.00	0.29	0.01
Crit Volume:	0	25	25	25	25	418	418	418	418	418	418	418
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 38 Level Of Service: A

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

Volume Module:

Base Vol:	160	150	125	150	170	60	110	775	0	75	700	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:	160	150	125	150	170	60	110	775	0	75	700	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:	160	150	125	150	170	60	110	775	0	75	700	150
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:	160	150	125	150	170	60	110	775	0	75	700	150
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	150	125	150	170	60	110	775	0	75	700	150
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
Final Volume:	160	150	125	150	170	60	110	775	0	75	700	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2206	2069	1425	1425	3160	1115	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.09	0.11	0.05	0.05	0.08	0.27	0.00	0.05	0.25	0.11
Crit Volume:	125	150		110			350					
Crit Moves:	****	****		****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 32 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	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:	10	135	315	10	125	165	95	630	0	190	655	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	135	315	10	125	165	95	630	0	190	655	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	135	315	10	125	165	95	630	0	190	655	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.11	0.01	0.04	0.12	0.07	0.22	0.00	0.07	0.24	0.24
Crit Volume:	10			165	95					335		
Crit Moves:	****			****	****					****		

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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  
-----  
Volume Module:  
Base Vol: 30 225 0 85 220 40 70 5 25 80 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: 30 225 0 85 220 40 70 5 25 80 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: 30 225 0 85 220 40 70 5 25 80 0 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 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 30 225 0 85 220 40 70 5 25 80 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 225 0 85 220 40 70 5 25 80 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 30 225 0 85 220 40 70 5 25 80 0 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.08 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00  
Crit Volume: 30 130 70 80  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.215  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 0 10 130 10 10 25 60 200 0 25 170 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 10 130 10 10 25 60 200 0 25 170 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 10 130 10 10 25 60 200 0 25 170 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 10 130 10 10 25 60 200 0 25 170 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 10 130 10 10 25 60 200 0 25 170 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 10 130 10 10 25 60 200 0 25 170 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.46 1.54 0.00 0.22 1.51 0.27  
Final Sat.: 1500 107 1393 1500 429 1071 692 2308 0 333 2267 400  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.09 0.09 0.00 0.08 0.07 0.08  
Crit Volume: 140 10 60 113  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.182  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 30 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 10  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 10 5 20 40 100 245 15 5 190 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 20 10 5 20 40 100 245 15 5 190 10  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.67 0.33 0.15 0.85 1.00 0.56 1.36 0.08 0.05 1.85 0.10  
Final Sat.: 1500 1000 500 231 1269 1500 833 2042 125 73 2780 146  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.12 0.12 0.12 0.07 0.07 0.07  
Crit Volume: 30 40 100 103  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 10  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 20 70 5 10 25 20 285 45 55 230 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: 75 20 70 5 10 25 20 285 45 55 230 10  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.22 0.78 1.00 0.29 0.71 0.11 1.63 0.26 0.37 1.56 0.07  
Final Sat.: 1500 333 1167 1500 429 1071 171 2443 386 559 2339 102  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.06 0.06 0.00 0.02 0.02 0.12 0.12 0.12 0.10 0.10 0.10  
Crit Volume: 75 35 175 55  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #18 Harry Bridges Blvd / Neptune Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.128
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level of Service: A
Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0
Volume Module:
Base Vol: 0 5 15 0 0 0 0 0 335 10 5 325 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 15 0 0 0 0 0 335 10 5 325 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 15 0 0 0 0 0 335 10 5 325 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 15 0 0 0 0 0 335 10 5 325 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 0 335 10 5 325 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 1.00
MLF Adj: 1.00 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 15 0 0 0 0 0 335 10 5 325 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.94 0.06 0.03 1.97 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2913 87 45 2955 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.11 0.12 0.11 0.11 0.00
Crit Volume: 15 0 173 5
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #19 Harry Bridges Blvd / King Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.177
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level of Service: A
Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0
Volume Module:
Base Vol: 0 0 0 5 0 45 0 335 0 0 325 0
Growth Adj: 1.00 1.00 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 5 0 45 0 335 0 0 325 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 5 0 45 0 335 0 0 325 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 5 0 45 0 335 0 0 325 0
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 45 0 335 0 0 325 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 1.00
MLF Adj: 1.00 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 5 0 45 0 335 0 0 325 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.14 0.00 0.00 0.14 0.00
Crit Volume: 0 45 168 0
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 10 10 275 175 0 50 240 10 40 160 165  
Growth Adj: 1.00 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 10 10 275 175 0 50 240 10 40 160 165  
Added Vol: 0 0 0 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 10 10 275 175 0 50 240 10 40 160 165  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 10 10 275 175 0 50 240 10 40 160 165  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 10 10 275 175 0 50 240 10 40 160 165  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
Final Volume: 10 10 10 275 175 0 50 240 10 40 160 165  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2880 120 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.08 0.08 0.03 0.05 0.11  
Crit Volume: 15 275 50 165  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
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 Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
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 0 115 0 220 190 830 0 0 765 190  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 115 0 220 190 830 0 0 765 190  
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  
Final Volume: 0 0 0 115 0 220 190 830 0 0 765 190  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.40 0.60  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3424 851  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22  
Crit Volume: 0 220 190 318  
Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 21 Level Of Service: A

\*\*\*\*\*

Street Name:	Pacific Coast Hwy			
	Site Entrance		Pacific Coast Hwy	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Ignore	Ignore	WideBypass	WideBypass
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 1	0 0 0 1	0 0 2 1 0	0 0 2 1 0

\*\*\*\*\*

Volume Module:

Base Vol:	0	0	100	0	0	0	965	45	0	870	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
Initial Bse:	0	0	100	0	0	0	965	45	0	870	250
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:	0	0	100	0	0	0	965	45	0	870	250
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	965	45	0	870	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	965	45	0	870	250
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	965	45	0	870	250

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	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	1.00	0.00	0.00	1.00	0.00	2.87	0.13	0.00	2.33
Final Sat.:	0	0	1200	0	0	1200	0	3440	160	0	2796

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.31	0.31
Crit Volume:	0	0	0	0	0	0	373	373	0	373	373
Crit Moves:							****	****		****	****

\*\*\*\*\*

Port of Los Angeles  
SCIG EIR  
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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 63 Level Of Service: C

\*\*\*\*\*

Street Name:	Pacific Coast Hwy			
	Santa Fe Ave		Pacific Coast Hwy	
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:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

\*\*\*\*\*

Volume Module:

Base Vol:	120	235	85	175	205	120	100	1175	100	65	1070	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:	120	235	85	175	205	120	100	1175	100	65	1070	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:	120	235	85	175	205	120	100	1175	100	65	1070	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	1.00
PHF Adj:	1.00	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	235	85	175	205	120	100	1175	100	65	1070	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1175	100	65	1070	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1175	100	65	1070	160

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.05	0.11	0.06	0.08	0.06	0.37	0.06	0.04	0.33	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles
SCIG EIR
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #24 Pacific Coast Hwy / Harbor Ave
Cycle (sec): 180 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B
Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0
Volume Module:
Base Vol: 30 20 195 145 35 50 20 1460 15 60 1270 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: 30 20 195 145 35 50 20 1460 15 60 1270 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: 30 20 195 145 35 50 20 1460 15 60 1270 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: 30 20 195 145 35 50 20 1460 15 60 1270 135
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 195 145 35 50 20 1460 15 60 1270 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: 30 20 195 145 35 50 20 1460 15 60 1270 135
Saturation Flow Module:
Sat/Lane: 1600 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: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.71 0.29
Final Sat.: 960 640 1600 1289 311 1600 1600 4751 49 1600 4339 461
Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.31 0.31 0.04 0.29 0.29
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
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Construction MD Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #25 Sepulveda Blvd / Alameda St Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Street Name: Alameda St Ramp 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: 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 1 0 0 1 1 0 2 0 1 1 0 1 0 1
Volume Module:
Base Vol: 5 20 5 280 15 95 80 360 5 5 340 260
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 20 5 280 15 95 80 360 5 5 340 260
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 20 5 280 15 95 80 360 5 5 340 260
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 20 5 280 15 95 80 360 5 5 340 260
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 280 15 95 80 360 5 5 340 260
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 20 5 280 15 95 80 360 5 5 340 260
OvlAdjVol: 112
Saturation Flow Module:
Sat/Lane: 1600 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 1.34 0.33 1.90 0.10 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 533 2133 533 3037 163 1600 1600 3200 1600 1600 1600 1600
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.06 0.05 0.11 0.00 0.00 0.21 0.16
OvlAdjV/S: \*\*\*\* \*\*
Crit Moves: \*\*\*\* \*\*

## Baseline Plus Construction PM Peak Hour

-----  
 Port of Los Angeles  
 SCIG EIR  
 Construction PM Peak Hour  
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Scenario Report

Scenario: Construction PM Peak  
 Command: Construction PM Peak  
 Volume: Construction PM Peak  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG EIR  
 Construction PM Peak Hour  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 2	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.341	A xxxxx	0.341	+ 0.000 V/C
# 4	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.242	A xxxxx	0.242	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.562	A xxxxx	0.562	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.580	A xxxxx	0.580	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.660	B xxxxx	0.660	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.267	A xxxxx	0.267	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.396	A xxxxx	0.396	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.853	D xxxxx	0.853	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.612	B xxxxx	0.612	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
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				Ocean Blvd			
	North Bound		South Bound		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
Lanes:	1	0 2	0	0 2	0	0 0	0	1 0 2

-----

Volume Module:												
Base Vol:	5	580	0	0	105	495	0	0	0	5	140	0
Growth Adj:	1.00	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	580	0	0	105	495	0	0	0	5	140	0
Added Vol:	0	0	0	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	580	0	0	105	495	0	0	0	5	140	0
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	580	0	0	105	495	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	580	0	0	105	495	0	0	0	5	140	0
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	580	0	0	105	495	0	0	0	5	140	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	0.03	0.17	0.00	0.00	0.00	0.00	0.04	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  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	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	10	115	10	0	585	170	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	10	115	10	0	585	170	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	10	115	10	0	585	170	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	10	115	10	0	585	170	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	115	10	0	585	170	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	10	115	10	0	585	170	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	1.84	0.16	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2944	256	0	2880	3200	0	0	0	0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.00	0.20	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #3 Pier S Ave / Ocean Blvd  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

\*\*\*\*\*

Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

\*\*\*\*\*

Volume Module:

Base Vol:	0	70	0	0	105	145	0	0	0	0	480	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:	0	70	0	0	105	145	0	0	0	0	480	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:	0	70	0	0	105	145	0	0	0	0	480	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	70	0	0	105	145	0	0	0	0	480	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	105	145	0	0	0	0	480	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	70	0	0	105	145	0	0	0	0	480	110

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.15	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*

Intersection #4  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	0 0 0 0	105 0 0	70 650 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
Initial Bse:	0 0 0 0	105 0 0	70 650 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 0 0 0	105 0 0	70 650 0	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 0	105 0 0	70 650 0	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 0 0 0	105 0 0	70 650 0	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 0	105 0 0	70 650 0	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	0.90 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00	2.00 0.00 0.00	1.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 0 0	0 2880 0	0 1600 3200	0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.00	0.04 0.20 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)

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 Seaside Ave / Navy Way  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	385 0 0	0 0 0	0 2110 0	35 1990 0
Growth Adj:	1.00 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 0 0	0 0 0	0 2110 0	35 1990 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:	385 0 0	0 0 0	0 2110 0	35 1990 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 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	385 0 0	0 0 0	0 2110 0	35 1990 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	385 0 0	0 0 0	0 2110 0	35 1990 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 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	385 0 0	0 0 0	0 2110 0	35 1990 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:	0.14 0.00 0.00	0.00 0.00 0.00	0.00 0.49 0.00	0.01 0.47 0.00
Crit Volume:	193	0	703	18
Crit Moves:	****	****	****	****

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave			Harbor Fwy Ramp					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected			
Rights:	Include		Include	Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	275	310	5	65	0	0	0	0	60	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	275	310	5	65	0	0	0	0	60	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	275	310	5	65	0	0	0	0	60	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	275	310	5	65	0	0	0	0	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	310	5	65	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	275	310	5	65	0	0	0	0	60	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	0.19	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		310	5			0				30		
Crit Moves:		****	****							****		

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A

\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	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
Lanes:	2	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	125	20	155	60	5	5	75	75	0	220	60	115
Growth Adj:	1.00	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	20	155	60	5	5	75	75	0	220	60	115
Added Vol:	0	0	0	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	20	155	60	5	5	75	75	0	220	60	115
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:	125	20	155	60	5	5	75	75	0	220	60	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	20	155	60	5	5	75	75	0	220	60	115
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
Final Volume:	125	20	155	60	5	5	75	75	0	220	60	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	2880	1600	1600	1600	1600	1600	1600	1600	1600	1600	668	932

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.10	0.04	0.00	0.00	0.05	0.05	0.00	0.14	0.09	0.12
Crit Moves:		****	****				****	****		****		

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

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

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Volume Module:

Base Vol:	15	35	75	135	15	30	15	1370	15	0	980	115
Growth Adj:	1.00	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	35	75	135	15	30	15	1370	15	0	980	115
Added Vol:	0	0	0	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	35	75	135	15	30	15	1370	15	0	980	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	75	135	15	30	15	1370	15	0	980	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1370	15	0	980	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1370	15	0	980	115

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Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4748	52	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.29	0.29	0.00	0.20	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: A

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Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

-----

Volume Module:

Base Vol:	20	150	30	160	145	75	75	1180	5	10	765	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:	20	150	30	160	145	75	75	1180	5	10	765	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:	20	150	30	160	145	75	75	1180	5	10	765	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:	20	150	30	160	145	75	75	1180	5	10	765	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	30	160	145	75	75	1180	5	10	765	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:	20	150	30	160	145	75	75	1180	5	10	765	140
OvlAdjVol:												

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Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4780	20	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.02	0.10	0.05	0.05	0.05	0.25	0.25	0.01	0.16	0.09
OvlAdjV/S:												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A
\*\*\*\*\*
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 155 70 0 150 70 0 45 1095 285 5 775 230
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: 155 70 0 150 70 0 45 1095 285 5 775 230
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: 155 70 0 150 70 0 45 1095 285 5 775 230
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 155 70 0 150 70 0 45 1095 285 5 775 230
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 70 0 150 70 0 45 1095 285 5 775 230
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 155 70 0 150 70 0 45 1095 285 5 775 230
Saturation Flow Module:
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3809 991 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.09 0.02 0.00 0.03 0.29 0.29 0.00 0.24 0.14
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #11 Anaheim St / Farragut Ave
\*\*\*\*\*
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: Farragut 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: Protected Protected Protected Protected Protected
Rights: Include Include Ovl Include Ovl
Min. Green: 0 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 3 0 0 0 0 2 0 1
Volume Module:
Base Vol: 0 0 0 60 0 95 35 1350 0 0 910 40
Growth Adj: 1.00 1.00 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 60 0 95 35 1350 0 0 910 40
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 60 0 95 35 1350 0 0 910 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 60 0 95 35 1350 0 0 910 40
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 95 35 1350 0 0 910 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 60 0 95 35 1350 0 0 910 40
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 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 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.32 0.00 0.00 0.32 0.03
Crit Volume: 0 60 35 455
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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

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

Volume Module:

Base Vol:	205	140	95	175	215	30	95	1170	0	65	825	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:	205	140	95	175	215	30	95	1170	0	65	825	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:	205	140	95	175	215	30	95	1170	0	65	825	150
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	140	95	175	215	30	95	1170	0	65	825	150
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	140	95	175	215	30	95	1170	0	65	825	150
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	140	95	175	215	30	95	1170	0	65	825	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.63	0.37	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2540	1735	1425	1425	3752	523	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.07	0.12	0.06	0.06	0.07	0.41	0.00	0.05	0.29	0.11
Crit Volume:	115			175			585		65			
Crit Moves:	****			****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.568  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

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Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	15	165	595	10	220	205	155	885	5	190	855	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:	15	165	595	10	220	205	155	885	5	190	855	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:	15	165	595	10	220	205	155	885	5	190	855	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:	15	165	595	10	220	205	155	885	5	190	855	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	165	595	10	220	205	155	885	5	190	855	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:	15	165	595	10	220	205	155	885	5	190	855	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2801	49

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.21	0.01	0.08	0.14	0.11	0.31	0.00	0.07	0.31	0.31
Crit Volume:	15			205		155				435		
Crit Moves:	****			****		****	****	****		****		

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

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Street Name:	Henry Ford Ave-SR 103 Ramp			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		Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	20	360	0	115	335	45	65	0	15	65	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	360	0	115	335	45	65	0	15	65	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	360	0	115	335	45	65	0	15	65	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	360	0	115	335	45	65	0	15	65	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	0	115	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	360	0	115	335	45	65	0	15	65	0	0

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	2424	326	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.05	0.00	0.00
Crit Volume:	180	58		65			65		65			
Crit Moves:	****	****		****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 21 Level Of Service: A

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Street Name:	Broad Ave			Harry Bridges Blvd										
Approach:	North Bound		South Bound	East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted	Permitted		Permitted								
Rights:	Include		Include	Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	5	0	135	70	0	145	125	380	0	20	165	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:	5	0	135	70	0	145	125	380	0	20	165	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:	5	0	135	70	0	145	125	380	0	20	165	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	135	70	0	145	125	380	0	20	165	70
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	380	0	20	165	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	380	0	20	165	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.50	1.50	0.00	0.16	1.29	0.55
Final Sat.:	1500	0	1500	1500	0	1500	743	2257	0	235	1941	824

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.17	0.17	0.00	0.08	0.09	0.09
Crit Volume:	135	70		253			20					
Crit Moves:	****	****		****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.338  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 55 10 25 25 95 195 470 5 10 305 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: 50 55 10 25 25 95 195 470 5 10 305 20  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.58 1.41 0.01 0.06 1.82 0.12  
Final Sat.: 1304 1435 261 517 983 1500 873 2104 22 90 2731 179  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.22 0.22 0.22 0.11 0.11 0.11  
Crit Volume: 50 95 195 168  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.303  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 75 25 85 10 5 30 15 575 20 30 425 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: 75 25 85 10 5 30 15 575 20 30 425 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: 75 25 85 10 5 30 15 575 20 30 425 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: 75 25 85 10 5 30 15 575 20 30 425 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 25 85 10 5 30 15 575 20 30 425 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 75 25 85 10 5 30 15 575 20 30 425 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.23 0.77 1.00 0.14 0.86 0.05 1.88 0.07 0.12 1.76 0.12  
Final Sat.: 1500 341 1159 1500 214 1286 74 2828 98 186 2629 186  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.07 0.07 0.01 0.02 0.02 0.20 0.20 0.20 0.16 0.16 0.16  
Crit Volume: 110 10 305 30  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted	Permitted		Permitted										
Rights:	Include		Include	Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0	1	1	0	0

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Volume Module:

Base Vol:	10	0	5	0	0	0	0	605	25	15	515	0
Growth Adj:	1.00	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	0	5	0	0	0	0	605	25	15	515	0
Added Vol:	0	0	0	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	0	5	0	0	0	0	605	25	15	515	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	5	0	0	0	0	605	25	15	515	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	0	0	0	0	605	25	15	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	0	0	0	0	605	25	15	515	0

-----

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.92	0.08	0.06	1.94	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2881	119	85	2915	0

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Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.18	0.00
Crit Volume:	10		0					315	15			0
Crit Moves:	****							****	****			****

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 21 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd											
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	0	1	0	0	1	0	1	0	1	0	1	1	0	0

-----

Volume Module:

Base Vol:	0	0	0	5	0	60	0	605	0	0	515	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	0	0	5	0	60	0	605	0	0	515	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	0	0	5	0	60	0	605	0	0	515	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	0	0	5	0	60	0	605	0	0	515	5
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	0	605	0	0	515	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	0	0	5	0	60	0	605	0	0	515	5

-----

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2377	23

-----

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.25	0.00	0.00	0.22	0.22
Crit Volume:	0					60		303	0			0
Crit Moves:				****		****		****	****			****

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
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: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 60 25 250 135 0 45 460 20 50 315 205  
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: 10 60 25 250 135 0 45 460 20 50 315 205  
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: 10 60 25 250 135 0 45 460 20 50 315 205  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 60 25 250 135 0 45 460 20 50 315 205  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 25 250 135 0 45 460 20 50 315 205  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 60 25 250 135 0 45 460 20 50 315 205  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 316 1895 789 1500 3000 1500 1500 2875 125 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.14  
Crit Volume: 48 250 240 50  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.661  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 67 Level Of Service: B  
\*\*\*\*\*  
Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 170 0 300 255 1180 0 0 950 210  
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 0 0 170 0 300 255 1180 0 0 950 210  
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 0 0 170 0 300 255 1180 0 0 950 210  
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: 0 0 0 170 0 300 255 1180 0 0 950 210  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 170 0 300 255 1180 0 0 950 210  
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: 0 0 0 170 0 300 255 1180 0 0 950 210  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.46 0.54  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3501 774  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.21 0.18 0.41 0.00 0.00 0.27 0.27  
Crit Volume: 0 300 255 387  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
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: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Ignore WideBypass WideBypass  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0  
-----  
Volume Module:  
Base Vol: 0 0 275 0 0 0 0 1370 55 0 1110 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 0 275 0 0 0 0 1370 55 0 1110 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 0 275 0 0 0 0 1370 55 0 1110 280  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 1370 55 0 1110 280  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1370 55 0 1110 280  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 1370 55 0 1110 280  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.88 0.12 0.00 2.40 0.60  
Final Sat.: 0 0 1200 0 0 1200 0 3461 139 0 2875 725  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.40 0.00 0.39 0.39  
Crit Volume: 0 0 0 0 0 0 475 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.853  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 89 Level Of Service: D  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 335 80 170 190 105 105 1475 70 65 1030 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: 155 335 80 170 190 105 105 1475 70 65 1030 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: 155 335 80 170 190 105 105 1475 70 65 1030 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 335 80 170 190 105 105 1475 70 65 1030 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 335 80 170 190 105 105 1475 70 65 1030 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 335 80 170 190 105 105 1475 70 65 1030 125  
-----  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.46 0.04 0.04 0.32 0.08  
Crit Moves: \*\*\*\* \*\*

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Construction PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #24 Pacific Coast Hwy / Harbor Ave
Cycle (sec): 180 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

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Construction PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #25 Sepulveda Blvd / Alameda St Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

# Baseline Plus Project AM Peak Hour

-----  
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 -----

Scenario: CEQA Build AM  
 Scenario Report  
 Command: CEQA Build AM  
 Volume: CEQA Build AM  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 2	A xxxxx	0.287	A xxxxx	0.287	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
# 4	A xxxxx	0.262	A xxxxx	0.262	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.237	A xxxxx	0.237	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.439	A xxxxx	0.439	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.476	A xxxxx	0.476	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.496	A xxxxx	0.496	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.623	B xxxxx	0.623	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.430	A xxxxx	0.430	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.189	A xxxxx	0.189	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.272	A xxxxx	0.272	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.283	A xxxxx	0.283	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.255	A xxxxx	0.255	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.167	A xxxxx	0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.238	A xxxxx	0.238	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.673	B xxxxx	0.673	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 380	0 0 145	585	0 0 0	0 25 115	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	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 380	0 0 145	585	0 0 0	0 25 115	95
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:	5 380	0 0 145	585	0 0 0	0 25 115	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	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	5 380	0 0 145	585	0 0 0	0 25 115	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	5 380	0 0 145	585	0 0 0	0 25 115	0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 380	0 0 145	585	0 0 0	0 25 115	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 0.20	0.00 0.00 0.00	0.02 0.04 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
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.287
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 0 170 0 0 385 125 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 0 170 0 0 385 125 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 0 170 0 0 385 125 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 0 170 0 0 385 125 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 170 0 0 385 125 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 0 170 0 0 385 125 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0.05 0.00 0.00 0.13 0.04 0.00 0.00 0.00 0.00
Crit Moves:    ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 65 0 0 0 80 75 0 0 0 0 0 545 110
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 1.00
Initial Bse:    0 65 0 0 0 80 75 0 0 0 0 0 545 110
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 65 0 0 0 80 75 0 0 0 0 0 545 110
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 65 0 0 0 80 75 0 0 0 0 0 545 110
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 65 0 0 0 80 75 0 0 0 0 0 545 110
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 65 0 0 0 80 75 0 0 0 0 0 545 110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 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 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.00 0.17 0.04
Crit Moves:    ****      ****
*****
    
```



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.262
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    24          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 80 0 0 65 430 0 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
Initial Bse:      0 0 0 0 80 0 0 65 430 0 0 0 0 0 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:     0 0 0 0 80 0 0 65 430 0 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 0 80 0 0 65 430 0 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 0 80 0 0 65 430 0 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 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 80 0 0 65 430 0 0 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 0.90 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 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.03 0.00 0.00 0.04 0.13 0.00 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.543
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore          Include          Owl             Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         50 0 260 0 0 0 0 2165 280 55 2260 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:      50 0 260 0 0 0 0 2165 280 55 2260 110
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:     50 0 260 0 0 0 0 2165 280 55 2260 110
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      50 0 0 0 0 0 0 2165 280 55 2260 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     50 0 0 0 0 0 0 2165 280 55 2260 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     50 0 0 0 0 0 0 2165 280 55 2260 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 0.51 0.20 0.02 0.53 0.00
Crit Volume:     25          0          722          28
Crit Moves:      ****          ****          ****          ****
*****

```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.237  
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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 75 145 0 400 0 0 0 0 0 275 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  
Initial Bse: 0 75 145 0 400 0 0 0 0 0 275 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 75 145 0 400 0 0 0 0 0 275 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 75 145 0 400 0 0 0 0 0 275 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 75 145 0 400 0 0 0 0 0 275 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 75 145 0 400 0 0 0 0 0 275 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.10 0.00 0.14 0.00 0.00 0.00 0.00 0.10 0.00 0.00  
Crit Volume: 0 200 0 138  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 130 5 175 80 5 25 10 65 70 95 65 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: 130 5 175 80 5 25 10 65 70 95 65 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: 130 5 175 80 5 25 10 65 70 95 65 85  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 130 5 175 80 5 25 10 65 0 95 65 85  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 130 5 175 80 5 25 10 65 0 95 65 85  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 130 5 175 80 5 25 10 65 0 95 65 85

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.27 1.73 1.00 0.78 0.53 0.69  
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1241 849 1110

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

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A  
\*\*\*\*\*

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	10	10	35	105	30	10	10	920	25	25	1230	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:	10	10	35	105	30	10	10	920	25	25	1230	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:	10	10	35	105	30	10	10	920	25	25	1230	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:	10	10	35	105	30	10	10	920	25	25	1230	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	35	105	30	10	10	920	25	25	1230	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:	10	10	35	105	30	10	10	920	25	25	1230	155

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.22	0.78	0.72	0.21	0.07	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	356	1244	1159	331	110	1600	4673	127	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.07	0.09	0.09	0.01	0.20	0.20	0.02	0.26	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Ovl		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	0	160	15	105	110	65	30	845	0	5	870	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:	0	160	15	105	110	65	30	845	0	5	870	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:	0	160	15	105	110	65	30	845	0	5	870	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	160	15	105	110	65	30	845	0	5	870	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	160	15	105	110	65	30	845	0	5	870	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	160	15	105	110	65	30	845	0	5	870	250

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.01	0.07	0.03	0.04	0.02	0.18	0.00	0.00	0.18	0.16
OvlAdjV/S:						0.02						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.623
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    46      Level Of Service:      B
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore      Ignore      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         160 75 10 230 35 120 130 670 125 5 815 220
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     160 75 10 230 35 120 130 670 125 5 815 220
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:    160 75 10 230 35 120 130 670 125 5 815 220
User Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     160 75 0 230 35 0 130 670 125 5 815 220
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    160 75 0 230 35 0 130 670 125 5 815 220
PCE Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    160 75 0 230 35 0 130 670 125 5 815 220
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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
Lanes:           1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.:     1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.10 0.02 0.00 0.14 0.01 0.00 0.08 0.17 0.17 0.00 0.25 0.14
Crit Moves:      ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #11 Anaheim St / Farragut Ave
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.416
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    39      Level Of Service:      A
*****
Street Name:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include      Ovl      Include      Ovl
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 1 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 10 0 20 40 915 0 0 1085 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 0 0 0 10 0 20 40 915 0 0 1085 30
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 10 0 20 40 915 0 0 1085 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 0 0 0 10 0 20 40 915 0 0 1085 30
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 10 0 20 40 915 0 0 1085 30
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0 10 0 20 40 915 0 0 1085 30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:     0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.21 0.00 0.00 0.38 0.02
Crit Volume:     0 10 40 543
Crit Moves:      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430  
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	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: 35 75 40 65 175 20 45 885 275 65 915 80  
Growth Adj: 1.00 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 75 40 65 175 20 45 885 275 65 915 80  
Added Vol: 0 0 0 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 75 40 65 175 20 45 885 275 65 915 80  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 35 75 40 65 175 20 45 885 0 65 915 80  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 35 75 40 65 175 20 45 885 0 65 915 80  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 35 75 40 65 175 20 45 885 0 65 915 80

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 2.69 0.31 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1425 2850 1425 1425 3837 438 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.03 0.05 0.05 0.05 0.03 0.31 0.00 0.05 0.32 0.06  
Crit Volume: 40 65 443 65  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 37 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 20 40 340 20 120 170 55 710 15 310 580 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: 20 40 340 20 120 170 55 710 15 310 580 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: 20 40 340 20 120 170 55 710 15 310 580 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: 20 40 340 20 120 170 55 710 15 310 580 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 40 340 20 120 170 55 710 15 310 580 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: 20 40 340 20 120 170 55 710 15 310 580 10

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2802 48

Capacity Analysis Module:  
Vol/Sat: 0.01 0.03 0.12 0.01 0.04 0.12 0.04 0.25 0.01 0.11 0.21 0.21  
Crit Volume: 20 170 355 155  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.189  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	15	135	45	105	265	45	30	5	25	60	0	55
Growth Adj:	1.00	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	135	45	105	265	45	30	5	25	60	0	55
Added Vol:	0	0	0	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	135	45	105	265	45	30	5	25	60	0	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Volume:	15	135	0	105	265	45	30	5	25	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	135	0	105	265	45	30	5	25	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
FinalVolume:	15	135	0	105	265	45	30	5	25	60	0	0

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	1.71	0.29	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2351	399	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.00	0.04	0.11	0.11	0.02	0.02	0.02	0.04	0.00	0.00
Crit Volume:	15			155			30	60				
Crit Moves:	****			****			****	****				

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	35	75	5	120	80	185	5	120	255	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:	0	5	35	75	5	120	80	185	5	120	255	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:	0	5	35	75	5	120	80	185	5	120	255	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:	0	5	35	75	5	120	80	185	5	120	255	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	185	5	120	255	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:	0	5	35	75	5	120	80	185	5	120	255	50

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.59	1.37	0.04	0.56	1.20	0.24
Final Sat.:	1500	188	1313	1500	60	1440	889	2056	56	847	1800	353

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.09	0.09	0.09	0.14	0.14	0.14
Crit Volume:		40	75				80			213		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.283  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	25	15	10	15	35	50	155	245	40	10	365	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:	25	15	10	15	35	50	155	245	40	10	365	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:	25	15	10	15	35	50	155	245	40	10	365	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:	25	15	10	15	35	50	155	245	40	10	365	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	50	155	245	40	10	365	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:	25	15	10	15	35	50	155	245	40	10	365	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.30	0.70	1.00	0.70	1.12	0.18	0.05	1.87	0.08
Final Sat.:	1500	900	600	450	1050	1500	1057	1670	273	77	2808	115

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.15	0.15	0.15	0.13	0.13	0.13
Crit Volume:	25			50			155			195		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.255  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	65	10	65	15	20	15	20	365	50	75	365	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:	65	10	65	15	20	15	20	365	50	75	365	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:	65	10	65	15	20	15	20	365	50	75	365	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:	65	10	65	15	20	15	20	365	50	75	365	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	65	15	20	15	20	365	50	75	365	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:	65	10	65	15	20	15	20	365	50	75	365	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:	1.00	0.13	0.87	1.00	0.57	0.43	0.09	1.68	0.23	0.33	1.63	0.04
Final Sat.:	1500	200	1300	1500	857	643	138	2517	345	500	2433	67

Capacity Analysis Module:

Vol/Sat:	0.04	0.05	0.05	0.01	0.02	0.02	0.15	0.14	0.14	0.15	0.15	0.15
Crit Volume:	75			15			217			75		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	420	10	15	430	0
Growth Adj:	1.00	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	5	20	0	0	0	0	420	10	15	430	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	420	10	15	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	420	10	15	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	420	10	15	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	420	10	15	430	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.07	1.93	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2930	70	101	2899	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.14	0.14	0.15	0.15	0.00
Crit Volume:	20	0	0	0	0	0	0	215	15	0	215	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.238  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	10	0	70	0	420	0	0	430	0
Growth Adj:	1.00	1.00	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	10	0	70	0	420	0	0	430	0
Added Vol:	0	0	0	0	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	10	0	70	0	420	0	0	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	10	0	70	0	420	0	0	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	0	420	0	0	430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	10	0	70	0	420	0	0	430	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.17	0.00	0.00	0.18	0.00
Crit Volume:	0	0	0	70	0	0	0	215	0	0	215	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 5 10 10 275 125 0 60 275 55 50 285 150  
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 10 10 275 125 0 60 275 55 50 285 150  
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 10 10 275 125 0 60 275 55 50 285 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 5 10 10 275 125 0 60 275 55 50 285 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 10 10 275 125 0 60 275 55 50 285 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 10 10 275 125 0 60 275 55 50 285 150

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.67 0.33 1.00 2.00 1.00  
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2500 500 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.18 0.04 0.00 0.04 0.11 0.11 0.03 0.10 0.10  
Crit Volume: 13 275 165 50  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: A

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 120 0 245 245 750 0 0 965 125  
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: 0 0 0 120 0 245 245 750 0 0 965 125  
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: 0 0 0 120 0 245 245 750 0 0 965 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 0 245 245 750 0 0 965 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 120 0 245 245 750 0 0 965 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 0 245 245 750 0 0 965 125

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.66 0.34  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3785 490

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.17 0.17 0.26 0.00 0.00 0.25 0.25  
Crit Volume: 0 245 245 363  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 25 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 450 0 0 0 0 935 0 0 1140 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: 0 0 450 0 0 0 0 935 0 0 1140 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: 0 0 450 0 0 0 0 935 0 0 1140 415  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 935 0 0 1140 415  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 935 0 0 1140 415  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 935 0 0 1140 415

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 2.20 0.80  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 2639 961

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 0.43 0.43  
Crit Volume: 0 0 0 0 0 0 0 518  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 155 265 35 230 305 145 70 765 65 40 1075 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: 155 265 35 230 305 145 70 765 65 40 1075 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: 155 265 35 230 305 145 70 765 65 40 1075 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 265 35 230 305 145 70 765 65 40 1075 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 265 35 230 305 145 70 765 65 40 1075 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 265 35 230 305 145 70 765 65 40 1075 130

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.24 0.04 0.03 0.34 0.08  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.610  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 170  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 170

Saturation Flow Module:  
Sat/Lane: 1600 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 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.69 0.31  
Final Sat.: 533 1067 1600 1120 480 1600 1600 4706 94 1600 4305 495

Capacity Analysis Module:  
Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.21 0.21 0.04 0.34 0.34  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 20 30 10 170 25 135 115 425 20 20 605 135  
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: 20 30 10 170 25 135 115 425 20 20 605 135  
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: 20 30 10 170 25 135 115 425 20 20 605 135  
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: 20 30 10 170 25 135 115 425 20 20 605 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 30 10 170 25 135 115 425 20 20 605 135  
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: 20 30 10 170 25 135 115 425 20 20 605 135  
OvlAdjVol: 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 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.67 1.00 0.33 1.74 0.26 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 1067 1600 533 2790 410 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.08 0.07 0.13 0.01 0.01 0.38 0.08  
OvlAdjV/S: 0.00  
Crit Moves: \*\*\*\*

\*\*\*\*\*

# Baseline Plus Project MD Peak Hour

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Scenario: CEQA Build MD  
 Scenario Report  
 Command: CEQA Build MD  
 Volume: CEQA Build MD  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 2	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 4	A xxxxx	0.420	A xxxxx	0.420	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.430	A xxxxx	0.430	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.382	A xxxxx	0.382	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.690	B xxxxx	0.690	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.374	A xxxxx	0.374	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.565	A xxxxx	0.565	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.222	A xxxxx	0.222	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.233	A xxxxx	0.233	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.200	A xxxxx	0.200	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.270	A xxxxx	0.270	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.140	A xxxxx	0.140	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.192	A xxxxx	0.192	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.687	B xxxxx	0.687	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.597	A xxxxx	0.597	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.448	A xxxxx	0.448	+ 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  
\*\*\*\*\*

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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	5 830	0	0 155	715	0 0 0	0 10 145	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 1.00
Initial Bse:	5 830	0	0 155	715	0 0 0	0 10 145	210
Added Vol:	0 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	0
Initial Fut:	5 830	0	0 155	715	0 0 0	0 10 145	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 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
PHF Volume:	5 830	0	0 155	715	0 0 0	0 10 145	0
Reduct Vol:	0 0 0	0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	5 830	0	0 155	715	0 0 0	0 10 145	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
FinalVolume:	5 830	0	0 155	715	0 0 0	0 10 145	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 2.00	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	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0 0	0 1600	3200

Capacity Analysis Module:

Vol/Sat:	0.00 0.26	0.00	0.00 0.05	0.25 0.00	0.00 0.00	0.00 0.01	0.05 0.00
Crit Moves:	****		****			****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.452
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          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 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 25 5 165 10 0 835 170 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
Initial Bse:     0 25 5 165 10 0 835 170 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 25 5 165 10 0 835 170 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 25 5 165 10 0 835 170 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 25 5 165 10 0 835 170 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 25 5 165 10 0 835 170 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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 1.89 0.11 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:     0 3200 1600 3017 183 0 2880 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.00 0.05 0.05 0.00 0.29 0.05 0.00 0.00 0.00 0.00
Crit Moves:     ****          ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.366
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    27          Level Of Service:      A
*****
Street Name:     Pier S Ave      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       Split Phase     Split Phase
Rights:           Include       Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 65 0 0 0 170 60 0 0 0 0 0 680 215
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 1.00
Initial Bse:     0 65 0 0 0 170 60 0 0 0 0 0 680 215
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 65 0 0 0 170 60 0 0 0 0 0 680 215
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 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 65 0 0 0 170 60 0 0 0 0 0 680 215
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 65 0 0 0 170 60 0 0 0 0 0 680 215
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 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 65 0 0 0 170 60 0 0 0 0 0 680 215
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:     0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.21 0.07
Crit Moves:     ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.420
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:        L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:         Split Phase   Split Phase   Split Phase   Split Phase
Rights:          Include     Include     Include     Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 170 0 0 65 835 0 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
Initial Bse:     0 0 0 0 170 0 0 65 835 0 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 0 0 0 170 0 0 65 835 0 0 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 0 170 0 0 65 835 0 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 170 0 0 65 835 0 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0 170 0 0 65 835 0 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.26 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.430
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    33          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:         Permitted     Permitted     Protected     Protected
Rights:          Ignore       Include       Ovl           Ignore
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          2 0 0 0 1 0 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        165 0 790 0 0 0 0 0 1555 115 25 1550 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:     165 0 790 0 0 0 0 0 1555 115 25 1550 140
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:    165 0 790 0 0 0 0 0 1555 115 25 1550 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:     165 0 0 0 0 0 0 0 1555 115 25 1550 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    165 0 0 0 0 0 0 0 1555 115 25 1550 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:    165 0 0 0 0 0 0 0 1555 115 25 1550 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 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 0.36 0.08 0.01 0.36 0.00
Crit Volume:    83          0          518         13
Crit Moves:     ****          ****          ****          ****
*****

```



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 220 475 10 365 0 0 0 0 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 1.00  
Initial Bse: 0 220 475 10 365 0 0 0 0 0 120 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: 0 220 475 10 365 0 0 0 0 0 120 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 220 475 10 365 0 0 0 0 0 120 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 220 475 10 365 0 0 0 0 0 120 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 220 475 10 365 0 0 0 0 0 120 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.15 0.33 0.01 0.13 0.00 0.00 0.00 0.00 0.04 0.00 0.00  
Crit Volume: 475 10 0 60  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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			
Lanes:	2	0	1	0	1	0	1	1	0	1	0

Volume Module:  
Base Vol: 150 5 195 50 5 10 30 75 100 195 65 125  
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: 150 5 195 50 5 10 30 75 100 195 65 125  
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: 150 5 195 50 5 10 30 75 100 195 65 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 150 5 195 50 5 10 30 75 0 195 65 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 150 5 195 50 5 10 30 75 0 195 65 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 150 5 195 50 5 10 30 75 0 195 65 125

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.57 1.43 1.00 1.00 0.35 0.65  
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 561 1039

Capacity Analysis Module:  
Vol/Sat: 0.05 0.00 0.12 0.03 0.00 0.01 0.03 0.03 0.00 0.12 0.12 0.12  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 36 Level Of Service: A

Street Name: Harbor 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:	Permitted			Protected			Protected		
Rights:	Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0

Volume Module:  
Base Vol: 40 25 65 80 15 10 25 1170 25 20 1070 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: 40 25 65 80 15 10 25 1170 25 20 1070 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: 40 25 65 80 15 10 25 1170 25 20 1070 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 40 25 65 80 15 10 25 1170 25 20 1070 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 40 25 65 80 15 10 25 1170 25 20 1070 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 40 25 65 80 15 10 25 1170 25 20 1070 130

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.94 0.06 1.00 3.00 1.00  
Final Sat.: 1600 444 1156 1219 229 152 1600 4700 100 1600 4800 1600

Capacity Analysis Module:  
Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.25 0.25 0.01 0.22 0.08  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A

Street Name: Santa Fe 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:	Protected			Protected			Protected		
Rights:	Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0

Volume Module:  
Base Vol: 0 120 25 155 105 75 50 1035 0 10 860 170  
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: 0 120 25 155 105 75 50 1035 0 10 860 170  
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: 0 120 25 155 105 75 50 1035 0 10 860 170  
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: 0 120 25 155 105 75 50 1035 0 10 860 170  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 120 25 155 105 75 50 1035 0 10 860 170  
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: 0 120 25 155 105 75 50 1035 0 10 860 170  
OvlAdjVol: 25

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.04 0.02 0.10 0.03 0.05 0.03 0.22 0.00 0.01 0.18 0.11  
OvlAdjV/S: 0.02  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.690
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    53      Level Of Service:      B
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore      Ignore      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:         105 50 10 330 50 160 180 845 110 10 755 375
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:      105 50 10 330 50 160 180 845 110 10 755 375
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:      105 50 10 330 50 160 180 845 110 10 755 375
User Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       105 50 0 330 50 0 180 845 110 10 755 375
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      105 50 0 330 50 0 180 845 110 10 755 375
PCE Adj:          1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      105 50 0 330 50 0 180 845 110 10 755 375
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         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
Lanes:            1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
Final Sat.:       1600 3200 1600 1600 3200 1600 1600 4247 553 1600 3200 1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.07 0.02 0.00 0.21 0.02 0.00 0.11 0.20 0.20 0.01 0.24 0.23
Crit Moves:       ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #11 Anaheim St / Farragut Ave
*****
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:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include      Ovl      Include      Ovl
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 1 1 0 0 0 1 1 0 3 0 0 0 0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 25 0 50 25 1125 0 0 965 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 0 0 0 25 0 50 25 1125 0 0 965 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 0 0 0 25 0 50 25 1125 0 0 965 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 0 0 0 25 0 50 25 1125 0 0 965 20
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      0 0 0 0 25 0 50 25 1125 0 0 965 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:      0 0 0 0 25 0 50 25 1125 0 0 965 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:       0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.26 0.00 0.00 0.34 0.01
Crit Volume:      0 25 25 483
Crit Moves:       ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 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	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: 160 140 125 150 160 60 110 910 150 75 830 150  
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: 160 140 125 150 160 60 110 910 150 75 830 150  
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: 160 140 125 150 160 60 110 910 150 75 830 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 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: 160 140 125 150 160 60 110 910 0 75 830 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 160 140 125 150 160 60 110 910 0 75 830 150  
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: 160 140 125 150 160 60 110 910 0 75 830 150

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.60 1.40 1.00 1.00 2.18 0.82 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2280 1995 1425 1425 3109 1166 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.07 0.07 0.09 0.11 0.05 0.05 0.08 0.32 0.00 0.05 0.29 0.11  
Crit Volume: 125 150 455 75  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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: 34 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 10 75 445 10 60 165 90 635 0 320 655 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: 10 75 445 10 60 165 90 635 0 320 655 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: 10 75 445 10 60 165 90 635 0 320 655 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: 10 75 445 10 60 165 90 635 0 320 655 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 75 445 10 60 165 90 635 0 320 655 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: 10 75 445 10 60 165 90 635 0 320 655 15

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:  
Vol/Sat: 0.01 0.05 0.16 0.01 0.02 0.12 0.06 0.22 0.00 0.11 0.24 0.24  
Crit Volume: 10 165 318 160  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp 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		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:  
Base Vol: 30 220 75 80 210 40 70 5 25 80 0 145  
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: 30 220 75 80 210 40 70 5 25 80 0 145  
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: 30 220 75 80 210 40 70 5 25 80 0 145  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 30 220 0 80 210 40 70 5 25 80 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 220 0 80 210 40 70 5 25 80 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 30 220 0 80 210 40 70 5 25 80 0 0

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 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2310 440 1375 229 1146 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.02 0.08 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00  
Crit Volume: 30 125 70 80  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.233  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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	
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 0 10 130 10 10 25 60 270 0 25 225 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 10 130 10 10 25 60 270 0 25 225 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 10 130 10 10 25 60 270 0 25 225 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 10 130 10 10 25 60 270 0 25 225 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 10 130 10 10 25 60 270 0 25 225 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 10 130 10 10 25 60 270 0 25 225 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: 1.00 0.07 0.93 1.00 0.29 0.71 0.36 1.64 0.00 0.18 1.61 0.21  
Final Sat.: 1500 107 1393 1500 429 1071 545 2455 0 268 2411 321

Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.11 0.11 0.00 0.09 0.09 0.09  
Crit Volume: 140 10 60 140  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 10 5 20 40 100 315 15 5 245 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 20 10 5 20 40 100 315 15 5 245 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 20 10 5 20 40 100 315 15 5 245 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 20 10 5 20 40 100 315 15 5 245 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 10 5 20 40 100 315 15 5 245 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 20 10 5 20 40 100 315 15 5 245 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: 1.00 0.67 0.33 0.15 0.85 1.00 0.46 1.47 0.07 0.04 1.88 0.08  
Final Sat.: 1500 1000 500 231 1269 1500 698 2198 105 58 2827 115

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.14 0.14 0.14 0.09 0.09 0.09  
Crit Volume: 30 40 100 130  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 20 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 65 20 105 5 10 25 20 325 35 85 265 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: 65 20 105 5 10 25 20 325 35 85 265 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: 65 20 105 5 10 25 20 325 35 85 265 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: 65 20 105 5 10 25 20 325 35 85 265 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 65 20 105 5 10 25 20 325 35 85 265 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: 65 20 105 5 10 25 20 325 35 85 265 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: 1.00 0.16 0.84 1.00 0.29 0.71 0.11 1.71 0.18 0.47 1.47 0.06  
Final Sat.: 1500 240 1260 1500 429 1071 158 2566 276 708 2208 83

Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.08 0.00 0.02 0.02 0.13 0.13 0.13 0.12 0.12 0.12  
Crit Volume: 125 5 190 85  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.140  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 0 0 0 0 370 10 5 355 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 5 15 0 0 0 0 370 10 5 355 0  
 Added Vol: 0 0 0 0 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 15 0 0 0 0 370 10 5 355 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 5 15 0 0 0 0 370 10 5 355 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 0 0 0 0 370 10 5 355 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 0 0 0 370 10 5 355 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.03 1.97 0.00  
 Final Sat.: 0 1500 1500 0 0 0 0 2921 79 42 2958 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.13 0.13 0.12 0.12 0.00  
 Crit Volume: 15 0 190 5  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.192  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 5 0 45 0 370 0 0 355 0  
 Growth Adj: 1.00 1.00 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 5 0 45 0 370 0 0 355 0  
 Added Vol: 0 0 0 0 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 5 0 45 0 370 0 0 355 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 5 0 45 0 370 0 0 355 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 5 0 45 0 370 0 0 355 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 5 0 45 0 370 0 0 355 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
 Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.15 0.00 0.00 0.15 0.00  
 Crit Volume: 0 45 185 0  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 21 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd  
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			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1	1	1	0	2

Volume Module:  
Base Vol: 10 10 10 265 175 0 50 285 10 40 195 155  
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: 10 10 10 265 175 0 50 285 10 40 195 155  
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: 10 10 10 265 175 0 50 285 10 40 195 155  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 10 10 265 175 0 50 285 10 40 195 155  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 10 10 265 175 0 50 285 10 40 195 155  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 10 10 265 175 0 50 285 10 40 195 155

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00  
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2898 102 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.10 0.10 0.03 0.07 0.10  
Crit Volume: 15 265 50 155  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 0 0 0 85 0 220 190 840 0 0 775 150  
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: 0 0 0 85 0 220 190 840 0 0 775 150  
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: 0 0 0 85 0 220 190 840 0 0 775 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 85 0 220 190 840 0 0 775 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 85 0 220 190 840 0 0 775 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 85 0 220 190 840 0 0 775 150

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 3582 693

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22  
Crit Volume: 0 220 190 308  
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 29 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 585 0 0 10 0 975 10 0 880 605  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 585 0 0 10 0 975 10 0 880 605  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 585 0 0 10 0 975 10 0 880 605  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 975 10 0 880 605  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 975 10 0 880 605  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 975 10 0 880 605

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.97 0.03 0.00 2.00 1.00  
Final Sat.: 0 0 1200 0 0 1200 0 3563 37 0 2400 1200

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.27 0.00 0.37 0.50  
Crit Volume: 0 0 0 0 0 0 0 605  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 56 Level Of Service: B

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
Base Vol: 120 235 85 175 205 120 100 1035 100 65 940 160  
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: 120 235 85 175 205 120 100 1035 100 65 940 160  
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: 120 235 85 175 205 120 100 1035 100 65 940 160  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 120 235 85 175 205 120 100 1035 100 65 940 160  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 235 85 175 205 120 100 1035 100 65 940 160  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 120 235 85 175 205 120 100 1035 100 65 940 160

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.08 0.07 0.05 0.11 0.06 0.08 0.06 0.32 0.06 0.04 0.29 0.10  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.597  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: A

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 195 145 35 50 20 1330 15 60 1140 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: 30 20 195 145 35 50 20 1330 15 60 1140 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: 30 20 195 145 35 50 20 1330 15 60 1140 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: 30 20 195 145 35 50 20 1330 15 60 1140 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 195 145 35 50 20 1330 15 60 1140 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: 30 20 195 145 35 50 20 1330 15 60 1140 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.68 0.32  
Final Sat.: 960 640 1600 1289 311 1600 1600 4746 54 1600 4292 508

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.28 0.28 0.04 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:  
Base Vol: 5 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
OvlAdjVol: 70

Saturation Flow Module:  
Sat/Lane: 1600 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 1.34 0.33 1.86 0.14 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 533 2133 533 2971 229 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.06 0.05 0.11 0.00 0.00 0.20 0.11  
OvlAdjV/S: 0.04  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

# Baseline Plus Project PM Peak Hour

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Scenario Report

Scenario: CEQA Build PM  
 Command: CEQA Build PM  
 Volume: CEQA Build PM  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.408	A xxxxx	0.408	+ 0.000 V/C
# 2	A xxxxx	0.390	A xxxxx	0.390	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 4	A xxxxx	0.372	A xxxxx	0.372	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.263	A xxxxx	0.263	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.571	A xxxxx	0.571	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.589	A xxxxx	0.589	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.586	A xxxxx	0.586	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.412	A xxxxx	0.412	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.565	A xxxxx	0.565	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.262	A xxxxx	0.262	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.230	A xxxxx	0.230	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.390	A xxxxx	0.390	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.587	A xxxxx	0.587	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.408
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				Ocean Blvd			
	North Bound		South Bound		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
Lanes:	1	0	2	0	0	0	0	0

-----

Volume Module:												
Base Vol:	5	685	0	0	120	570	0	0	0	5	140	165
Growth Adj:	1.00	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	685	0	0	120	570	0	0	0	5	140	165
Added Vol:	0	0	0	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	685	0	0	120	570	0	0	0	5	140	165
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	685	0	0	120	570	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	685	0	0	120	570	0	0	0	5	140	0
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	685	0	0	120	570	0	0	0	5	140	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	0.20	0.00	0.00	0.00	0.00	0.04	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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

\*\*\*\*\*  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*

Intersection #4  
\*\*\*\*\*

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

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	0 0 0 105 0 0	70 755 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
Initial Bse:	0 0 0 105 0 0	70 755 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 0 0 105 0 0	70 755 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 105 0 0	70 755 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	0 0 0 105 0 0	70 755 0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 105 0 0	70 755 0 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 0.90 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 2.00 0.00 0.00	1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:	0 0 0 2880 0 0	1600 3200 0 0 0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.00	0.04 0.24 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)

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 2 1 0

\*\*\*\*\*

Volume Module:

Base Vol:	385 0 695 0 0 0	0 2140 225 35 2010 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:	385 0 695 0 0 0	0 2140 225 35 2010 75
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:	385 0 695 0 0 0	0 2140 225 35 2010 75
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:	385 0 0 0 0 0	0 2140 225 35 2010 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	385 0 0 0 0 0	0 2140 225 35 2010 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 0.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:	385 0 0 0 0 0	0 2140 225 35 2010 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:	0.14 0.00 0.00 0.00 0.00 0.00	0.00 0.50 0.16 0.01 0.47 0.00
Crit Volume:	193	0 713 18
Crit Moves:	****	****

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 1 0 0

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Level of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0



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

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Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

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Street Name:	Harbor Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1415	15	0	1065	115
Growth Adj:	1.00	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	35	75	135	15	30	15	1415	15	0	1065	115
Added Vol:	0	0	0	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	35	75	135	15	30	15	1415	15	0	1065	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	75	135	15	30	15	1415	15	0	1065	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1415	15	0	1065	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1415	15	0	1065	115

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4750	50	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.30	0.30	0.00	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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

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Street Name:	Santa Fe Ave				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	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	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	150	30	160	145	75	75	1230	0	10	855	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:	5	150	30	160	145	75	75	1230	0	10	855	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:	5	150	30	160	145	75	75	1230	0	10	855	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:	5	150	30	160	145	75	75	1230	0	10	855	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	30	160	145	75	75	1230	0	10	855	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:	5	150	30	160	145	75	75	1230	0	10	855	140

OvlAdjVol: 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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.02	0.10	0.05	0.05	0.05	0.26	0.00	0.01	0.18	0.09
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 #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

\*\*\*\*\*

Street Name:	E I St - W 9th St				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	155	55	5	195	50	110	135	1090	285	5	775	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:	155	55	5	195	50	110	135	1090	285	5	775	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:	155	55	5	195	50	110	135	1090	285	5	775	300
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	55	0	195	50	0	135	1090	285	5	775	300
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	55	0	195	50	0	135	1090	285	5	775	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	55	0	195	50	0	135	1090	285	5	775	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.38	0.62	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3805	995	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.02	0.00	0.12	0.02	0.00	0.08	0.29	0.29	0.00	0.24	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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:	Farragut Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	60	0	95	35	1440	0	0	985	40
Growth Adj:	1.00	1.00	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	60	0	95	35	1440	0	0	985	40
Added Vol:	0	0	0	0	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	60	0	95	35	1440	0	0	985	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	60	0	95	35	1440	0	0	985	40
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	95	35	1440	0	0	985	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	60	0	95	35	1440	0	0	985	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.07	0.02	0.34	0.00	0.00	0.35	0.03
Crit Volume:	0	60	35	35	493	493	493	493	493	493	493	493
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*  
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: 60 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  
-----  
Volume Module:  
Base Vol: 205 125 95 175 200 30 85 1260 250 65 895 150  
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: 205 125 95 175 200 30 85 1260 250 65 895 150  
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: 205 125 95 175 200 30 85 1260 250 65 895 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 205 125 95 175 200 30 85 1260 0 65 895 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 125 95 175 200 30 85 1260 0 65 895 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 205 125 95 175 200 30 85 1260 0 65 895 150  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.86 1.14 1.00 1.00 2.61 0.39 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2656 1619 1425 1425 3717 558 1425 2850 1425 1425 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.07 0.12 0.05 0.05 0.06 0.44 0.00 0.05 0.31 0.11  
Crit Volume: 110 175 630 65  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*  
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: Alameda St 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: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 15 110 680 10 175 180 150 880 5 260 855 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: 15 110 680 10 175 180 150 880 5 260 855 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: 15 110 680 10 175 180 150 880 5 260 855 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: 15 110 680 10 175 180 150 880 5 260 855 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 110 680 10 175 180 150 880 5 260 855 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: 15 110 680 10 175 180 150 880 5 260 855 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.08 0.24 0.01 0.06 0.13 0.11 0.31 0.00 0.09 0.31 0.31  
Crit Volume: 340 10 150 435  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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  
-----  
Volume Module:  
Base Vol: 20 345 55 115 320 45 65 0 15 65 0 135  
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: 20 345 55 115 320 45 65 0 15 65 0 135  
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: 20 345 55 115 320 45 65 0 15 65 0 135  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 20 345 0 115 320 45 65 0 15 65 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 345 0 115 320 45 65 0 15 65 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 20 345 0 115 320 45 65 0 15 65 0 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 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 2411 339 1375 0 1375 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.05 0.00 0.00  
Crit Volume: 173 58 65 65  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0  
-----  
Volume Module:  
Base Vol: 5 0 135 70 0 145 125 405 0 20 190 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: 5 0 135 70 0 145 125 405 0 20 190 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: 5 0 135 70 0 145 125 405 0 20 190 70  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 135 70 0 145 125 405 0 20 190 70  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 0 135 70 0 145 125 405 0 20 190 70  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 0 135 70 0 145 125 405 0 20 190 70  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.47 1.53 0.00 0.14 1.36 0.50  
Final Sat.: 1500 0 1500 1500 0 1500 708 2292 0 214 2036 750  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.18 0.18 0.00 0.09 0.09 0.09  
Crit Volume: 135 70 265 20  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 50 55 10 25 25 95 195 495 5 10 330 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: 50 55 10 25 25 95 195 495 5 10 330 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: 50 55 10 25 25 95 195 495 5 10 330 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: 50 55 10 25 25 95 195 495 5 10 330 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 55 10 25 25 95 195 495 5 10 330 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: 50 55 10 25 25 95 195 495 5 10 330 20  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.56 1.43 0.01 0.06 1.83 0.11  
Final Sat.: 1304 1435 261 517 983 1500 842 2137 22 83 2750 167  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.23 0.23 0.23 0.12 0.12 0.12  
Crit Volume: 50 95 195 180  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 65 25 95 10 5 30 15 590 10 45 440 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: 65 25 95 10 5 30 15 590 10 45 440 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: 65 25 95 10 5 30 15 590 10 45 440 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: 65 25 95 10 5 30 15 590 10 45 440 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 65 25 95 10 5 30 15 590 10 45 440 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 65 25 95 10 5 30 15 590 10 45 440 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.21 0.79 1.00 0.14 0.86 0.05 1.92 0.03 0.17 1.71 0.12  
Final Sat.: 1500 313 1188 1500 214 1286 73 2878 49 262 2563 175  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.08 0.01 0.02 0.02 0.21 0.21 0.20 0.17 0.17 0.17  
Crit Volume: 120 10 308 45  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*  
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: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 10 0 5 0 0 0 0 0 615 25 15 530 0  
Growth Adj: 1.00 1.00 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 0 5 0 0 0 0 0 615 25 15 530 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: 10 0 5 0 0 0 0 0 615 25 15 530 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 5 0 0 0 0 0 615 25 15 530 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 5 0 0 0 0 0 615 25 15 530 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 5 0 0 0 0 0 615 25 15 530 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.92 0.08 0.06 1.94 0.00  
Final Sat.: 1500 500 1000 0 0 0 0 2883 117 83 2917 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.21 0.21 0.18 0.18 0.00  
Crit Volume: 10 0 320 15  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*  
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: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: King Ave Harry Bridges Blvd  
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 0 1 0 0 0 0 1 0 1 0 1 0 1 1 0  
-----  
Volume Module:  
Base Vol: 0 0 0 5 0 60 0 615 0 0 530 0  
Growth Adj: 1.00 1.00 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 5 0 60 0 615 0 0 530 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 5 0 60 0 615 0 0 530 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 5 0 60 0 615 0 0 530 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 5 0 60 0 615 0 0 530 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 5 0 60 0 615 0 0 530 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.15 0.85 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 185 1015 1200 1200 2400 0 1200 2400 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.05 0.00 0.26 0.00 0.00 0.22 0.00  
Crit Volume: 0 60 308 0  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.390  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 60 25 240 135 0 45 475 20 50 335 195  
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 60 25 240 135 0 45 475 20 50 335 195  
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: 10 60 25 240 135 0 45 475 20 50 335 195  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 60 25 240 135 0 45 475 20 50 335 195  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 25 240 135 0 45 475 20 50 335 195  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 60 25 240 135 0 45 475 20 50 335 195  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 316 1895 789 1500 3000 1500 1500 2879 121 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.03 0.03 0.16 0.05 0.00 0.03 0.16 0.17 0.03 0.11 0.13  
Crit Volume: 48 240 248 50  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.655  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: B  
\*\*\*\*\*  
Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 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 3578 697  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.21 0.18 0.42 0.00 0.00 0.27 0.27  
Crit Volume: 0 300 255 378  
Crit Moves: \*\*\*\* \*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*  
Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Ignore WideBypass WideBypass  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 0 2 1 0  
-----  
Volume Module:  
Base Vol: 0 0 470 0 0 0 0 1385 0 0 1135 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 0 470 0 0 0 0 1385 0 0 1135 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 0 470 0 0 0 0 1385 0 0 1135 365  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 1385 0 0 1135 365  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1385 0 0 1135 365  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 1385 0 0 1135 365  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 2.27 0.73  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 2724 876  
-----  
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 0.42 0.42  
Crit Volume: 0 0 0 0 0 0 0 500  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.790  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: C  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 335 80 170 190 105 105 1275 70 65 865 125  
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: 155 335 80 170 190 105 105 1275 70 65 865 125  
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: 155 335 80 170 190 105 105 1275 70 65 865 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 335 80 170 190 105 105 1275 70 65 865 125  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 335 80 170 190 105 105 1275 70 65 865 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 335 80 170 190 105 105 1275 70 65 865 125  
-----  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.40 0.04 0.04 0.27 0.08  
Crit Moves: \*\*\*\*



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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*  
Cycle (sec): 180 Critical Vol./Cap.(X): 0.714  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C  
\*\*\*\*\*  
Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 35 45 290 160 35 10 10 1615 5 45 1080 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: 35 45 290 160 35 10 10 1615 5 45 1080 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: 35 45 290 160 35 10 10 1615 5 45 1080 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 35 45 290 160 35 10 10 1615 5 45 1080 130  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 35 45 290 160 35 10 10 1615 5 45 1080 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 35 45 290 160 35 10 10 1615 5 45 1080 130  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1600 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: 0.44 0.56 1.00 0.82 0.18 1.00 1.00 2.99 0.01 1.00 2.68 0.32  
Final Sat.: 700 900 1600 1313 287 1600 1600 4785 15 1600 4284 516  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.05 0.18 0.10 0.12 0.01 0.01 0.34 0.34 0.03 0.25 0.25  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.587  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A  
\*\*\*\*\*  
Street Name: Alameda St Ramp 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: 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 15 140 25 160 185 835 0 5 380 200  
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 15 140 25 160 185 835 0 5 380 200  
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 15 140 25 160 185 835 0 5 380 200  
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 15 140 25 160 185 835 0 5 380 200  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 25 15 140 25 160 185 835 0 5 380 200  
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 15 140 25 160 185 835 0 5 380 200  
OvlAdjVol: 40  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1600 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: 0.22 1.11 0.67 1.70 0.30 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 356 1778 1067 2715 485 1600 1600 3200 1600 1600 1600 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.10 0.12 0.26 0.00 0.00 0.24 0.13  
OvlAdjV/S: \*\*\*\* \*\*

## Baseline Plus Alternative 1: No Project AM Peak Hour

-----  
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 -----

Scenario: CEQA No Proj AM Scenario Report  
 Command: CEQA No Proj AM  
 Volume: CEQA No Proj AM  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
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 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 2	A xxxxx	0.215	A xxxxx	0.215	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.266	A xxxxx	0.266	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.212	A xxxxx	0.212	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.439	A xxxxx	0.439	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.474	A xxxxx	0.474	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.404	A xxxxx	0.404	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.463	A xxxxx	0.463	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.178	A xxxxx	0.178	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.245	A xxxxx	0.245	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.257	A xxxxx	0.257	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.155	A xxxxx	0.155	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.221	A xxxxx	0.221	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.779	C xxxxx	0.779	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.632	B xxxxx	0.632	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.683	B xxxxx	0.683	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Terminal Island Fwy		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 210 0	0 105 420	0 0 0	0 25 115 55
Growth Adj:	1.00 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 0	0 105 420	0 0 0	25 115 55
Added Vol:	0 0 0	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 0	0 105 420	0 0 0	25 115 55
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:	5 210 0	0 105 420	0 0 0	25 115 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 210 0	0 105 420	0 0 0	25 115 0
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:	5 210 0	0 105 420	0 0 0	25 115 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 0.03 0.15	0.00 0.00 0.00	0.02 0.04 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
Cycle (sec):      100      Critical Vol./Cap.(X):      0.215
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    23      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 0 130 0 0 215 125 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 0 130 0 0 215 125 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 0 130 0 0 215 125 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 0 130 0 0 215 125 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 130 0 0 215 125 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 0 130 0 0 215 125 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 0.04 0.00 0.00 0.00 0.00
Crit Moves:   ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec):      100      Critical Vol./Cap.(X):      0.266
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    24      Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 65 0 0 0 80 75 0 0 0 0 0 380 110
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 1.00
Initial Bse:   0 65 0 0 0 80 75 0 0 0 0 0 380 110
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 65 0 0 0 80 75 0 0 0 0 0 380 110
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 65 0 0 0 80 75 0 0 0 0 0 380 110
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 65 0 0 0 80 75 0 0 0 0 0 380 110
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 65 0 0 0 80 75 0 0 0 0 0 380 110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.00 0.12 0.04
Crit Moves:   ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.209
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 80 0 0 65 260 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
Initial Bse:     0 0 0 80 0 0 65 260 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 0 0 80 0 0 65 260 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 80 0 0 65 260 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 80 0 0 65 260 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 80 0 0 65 260 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.03 0.00 0.00 0.04 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.527
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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore          Include         Ovl            Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         50 0 165 0 0 0 0 2095 290 55 2185 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:     50 0 165 0 0 0 0 2095 290 55 2185 25
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:     50 0 165 0 0 0 0 2095 290 55 2185 25
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      50 0 0 0 0 0 0 2095 290 55 2185 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    50 0 0 0 0 0 0 2095 290 55 2185 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    50 0 0 0 0 0 0 2095 290 55 2185 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 0.49 0.20 0.02 0.51 0.00
Crit Volume:     25          0          698          28
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212  
 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 / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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 75 65 0 330 0 0 0 0 0 275 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  
 Initial Bse: 0 75 65 0 330 0 0 0 0 0 275 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 75 65 0 330 0 0 0 0 0 275 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 75 65 0 330 0 0 0 0 0 275 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 75 65 0 330 0 0 0 0 0 275 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 75 65 0 330 0 0 0 0 0 275 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: 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 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.05 0.05 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.00  
 Crit Volume: 0 165 0 138  
 Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
 Base Vol: 120 25 170 80 5 25 10 65 70 115 65 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: 120 25 170 80 5 25 10 65 70 115 65 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: 120 25 170 80 5 25 10 65 70 115 65 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: 120 25 170 80 5 25 10 65 0 115 65 75  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 120 25 170 80 5 25 10 65 0 115 65 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: 120 25 170 80 5 25 10 65 0 115 65 75

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.27 1.73 1.00 0.90 0.51 0.59  
 Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1443 816 941

Capacity Analysis Module:  
 Vol/Sat: 0.04 0.02 0.11 0.05 0.00 0.02 0.02 0.02 0.00 0.08 0.08 0.08  
 Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Anaheim St.

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Anaheim St.

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

Table with columns for Vol/Sat, OvlAdjV/S, Crit Moves.



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.503  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 37 Level Of Service: A  
\*\*\*\*\*  
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
Rights: Ignore Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 160 65 10 120 40 15 25 670 125 5 815 135  
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: 160 65 10 120 40 15 25 670 125 5 815 135  
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: 160 65 10 120 40 15 25 670 125 5 815 135  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 160 65 0 120 40 0 25 670 125 5 815 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 160 65 0 120 40 0 25 670 125 5 815 135  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 160 65 0 120 40 0 25 670 125 5 815 135  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.02 0.00 0.08 0.01 0.00 0.02 0.17 0.17 0.00 0.25 0.08  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*  
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: Farragut 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: Protected Protected Protected Protected  
Rights: Include Ovl Include Ovl  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 0 3 0 0 0 0 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 0 10 0 20 40 805 0 0 975 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 0 0 10 0 20 40 805 0 0 975 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 0 0 10 0 20 40 805 0 0 975 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 0 0 10 0 20 40 805 0 0 975 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 10 0 20 40 805 0 0 975 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 10 0 20 40 805 0 0 975 30  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00  
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.19 0.00 0.00 0.34 0.02  
Crit Volume: 0 10 40 488  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.404  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 31 Level Of Service: A  
 \*\*\*\*\*  
 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  
 -----  
 Volume Module:  
 Base Vol: 35 30 40 60 145 20 70 780 275 65 810 80  
 Growth Adj: 1.00 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 30 40 60 145 20 70 780 275 65 810 80  
 Added Vol: 0 0 0 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 30 40 60 145 20 70 780 275 65 810 80  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00  
 PHF Volume: 35 30 40 60 145 20 70 780 0 65 810 80  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 30 40 60 145 20 70 780 0 65 810 80  
 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: 35 30 40 60 145 20 70 780 0 65 810 80  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 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 2.64 0.36 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2302 1973 1425 1425 3757 518 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.03 0.04 0.04 0.04 0.05 0.27 0.00 0.05 0.28 0.06  
 Crit Volume: 40 60 70 405  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.463  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 20 70 245 20 150 175 70 725 15 205 580 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: 20 70 245 20 150 175 70 725 15 205 580 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: 20 70 245 20 150 175 70 725 15 205 580 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: 20 70 245 20 150 175 70 725 15 205 580 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 70 245 20 150 175 70 725 15 205 580 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: 20 70 245 20 150 175 70 725 15 205 580 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2802 48  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.05 0.09 0.01 0.05 0.12 0.05 0.25 0.01 0.07 0.21 0.21  
 Crit Volume: 20 175 363 103  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	15	85	45	105	235	45	30	5	25	60	0	55
Growth Adj:	1.00	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	85	45	105	235	45	30	5	25	60	0	55
Added Vol:	0	0	0	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	85	45	105	235	45	30	5	25	60	0	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Volume:	15	85	0	105	235	45	30	5	25	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	85	0	105	235	45	30	5	25	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
FinalVolume:	15	85	0	105	235	45	30	5	25	60	0	0

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	1.68	0.32	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2308	442	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.00	0.04	0.10	0.10	0.02	0.02	0.02	0.04	0.00	0.00
Crit Volume:	15			140			30	60				
Crit Moves:	****			****			****	****				

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.245  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	35	75	5	120	80	125	5	120	175	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:	0	5	35	75	5	120	80	125	5	120	175	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:	0	5	35	75	5	120	80	125	5	120	175	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:	0	5	35	75	5	120	80	125	5	120	175	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	125	5	120	175	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:	0	5	35	75	5	120	80	125	5	120	175	50

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.76	1.19	0.05	0.70	1.01	0.29
Final Sat.:	1500	188	1313	1500	60	1440	1143	1786	71	1043	1522	435

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.07	0.07	0.07	0.12	0.12	0.11
Crit Volume:		40	75				80			173		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.257
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 25 15 10 15 35 50 155 180 40 10 285 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: 25 15 10 15 35 50 155 180 40 10 285 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: 25 15 10 15 35 50 155 180 40 10 285 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: 25 15 10 15 35 50 155 180 40 10 285 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 10 15 35 50 155 180 40 10 285 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: 25 15 10 15 35 50 155 180 40 10 285 15

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.60 0.40 0.30 0.70 1.00 0.83 0.96 0.21 0.06 1.84 0.10
Final Sat.: 1500 900 600 450 1050 1500 1240 1440 320 97 2758 145

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.03 0.13 0.13 0.13 0.10 0.10 0.10
Crit Volume: 25 50 155 155
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

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: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 65 10 35 15 20 15 20 330 55 35 325 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: 65 10 35 15 20 15 20 330 55 35 325 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: 65 10 35 15 20 15 20 330 55 35 325 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: 65 10 35 15 20 15 20 330 55 35 325 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 10 35 15 20 15 20 330 55 35 325 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: 65 10 35 15 20 15 20 330 55 35 325 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 1.00 0.57 0.43 0.10 1.63 0.27 0.19 1.76 0.05
Final Sat.: 1500 333 1167 1500 857 643 148 2444 407 284 2635 81

Capacity Analysis Module:

Vol/Sat: 0.04 0.03 0.03 0.01 0.02 0.02 0.13 0.14 0.13 0.12 0.12 0.12
Crit Volume: 65 35 203 35
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.155  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 17 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 5 5 20 0 0 0 0 385 10 15 390 0  
 Growth Adj: 1.00 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 5 20 0 0 0 0 385 10 15 390 0  
 Added Vol: 0 0 0 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 5 20 0 0 0 0 385 10 15 390 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 5 20 0 0 0 0 385 10 15 390 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 5 20 0 0 0 0 385 10 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 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 5 20 0 0 0 0 385 10 15 390 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.07 1.93 0.00  
 Final Sat.: 500 1000 1500 0 0 0 0 2924 76 111 2889 0

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.13 0.13 0.14 0.13 0.00  
 Crit Volume: 20 0 198 15  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.221  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 18 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 0 0 0 10 0 70 0 385 0 0 390 0  
 Growth Adj: 1.00 1.00 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 10 0 70 0 385 0 0 390 0  
 Added Vol: 0 0 0 0 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 10 0 70 0 385 0 0 390 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 10 0 70 0 385 0 0 390 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 10 0 70 0 385 0 0 390 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 1.00  
 MLF Adj: 1.00 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 10 0 70 0 385 0 0 390 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
 Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.06 0.00 0.16 0.00 0.00 0.16 0.00  
 Crit Volume: 0 70 0 195  
 Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd  
 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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 5 10 10 280 125 0 60 240 55 50 245 150  
 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 10 10 280 125 0 60 240 55 50 245 150  
 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 10 10 280 125 0 60 240 55 50 245 150  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 10 10 280 125 0 60 240 55 50 245 150  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 10 10 280 125 0 60 240 55 50 245 150  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 10 10 280 125 0 60 240 55 50 245 150

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.63 0.37 1.00 2.00 1.00  
 Final Sat.: 600 1200 1200 1500 3000 1500 1500 2441 559 1500 3000 1500

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.19 0.04 0.00 0.04 0.10 0.10 0.03 0.08 0.10  
 Crit Volume: 13 280 60 150  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*

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

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

Volume Module:  
 Base Vol: 0 0 0 185 0 245 245 745 0 0 960 160  
 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: 0 0 0 185 0 245 245 745 0 0 960 160  
 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: 0 0 0 185 0 245 245 745 0 0 960 160  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 185 0 245 245 745 0 0 960 160  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 185 0 245 245 745 0 0 960 160  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 0 185 0 245 245 745 0 0 960 160

Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.17 0.17 0.26 0.00 0.00 0.26 0.26  
 Crit Volume: 0 245 245 373  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A

Street Name:	Site Entrance			Pacific Coast Hwy					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R

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

Volume Module:

Base Vol:	0	0	125	0	0	40	0	910	90	0	1135	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	0	125	0	0	40	0	910	90	0	1135	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	0	125	0	0	40	0	910	90	0	1135	285
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	910	90	0	1135	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	910	90	0	1135	285
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	910	90	0	1135	285

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	2.73	0.27	0.00	2.40	0.60
Final Sat.:	0	0	1200	0	0	1200	0	3276	324	0	2877	723

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.28	0.00	0.39	0.39
Crit Volume:	0			0			0				473	
Crit Moves:							****				****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: C

Street Name:	Santa Fe Ave			Pacific Coast Hwy					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R

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

Volume Module:

Base Vol:	155	265	35	230	305	145	70	795	65	40	1180	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:	155	265	35	230	305	145	70	795	65	40	1180	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:	155	265	35	230	305	145	70	795	65	40	1180	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	265	35	230	305	145	70	795	65	40	1180	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	265	35	230	305	145	70	795	65	40	1180	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	265	35	230	305	145	70	795	65	40	1180	130

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.02	0.14	0.10	0.09	0.04	0.25	0.04	0.03	0.37	0.08
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 15 30 95 210 90 25 5 1025 20 65 1585 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: 15 30 95 210 90 25 5 1025 20 65 1585 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: 15 30 95 210 90 25 5 1025 20 65 1585 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 30 95 210 90 25 5 1025 20 65 1585 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 30 95 210 90 25 5 1025 20 65 1585 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 30 95 210 90 25 5 1025 20 65 1585 170

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.33 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.71 0.29
Final Sat.: 533 1067 1600 1120 480 1600 1600 4708 92 1600 4335 465

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.22 0.22 0.04 0.37 0.37
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Alameda St Ramp 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: 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: 20 30 10 175 25 135 115 460 20 20 620 145
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: 20 30 10 175 25 135 115 460 20 20 620 145
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: 20 30 10 175 25 135 115 460 20 20 620 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 30 10 175 25 135 115 460 20 20 620 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 30 10 175 25 135 115 460 20 20 620 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 30 10 175 25 135 115 460 20 20 620 145
OvlAdjVol: 10

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.67 1.00 0.33 1.75 0.25 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 1067 1600 533 2800 400 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.08 0.07 0.14 0.01 0.01 0.39 0.09
OvlAdjV/S: 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01 0.01
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



## Baseline Plus Alternative 1: No Project MD Peak Hour

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Scenario: CEQA No Proj MD Scenario Report  
 Command: CEQA No Proj MD  
 Volume: CEQA No Proj MD  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 2	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.313	A xxxxx	0.313	+ 0.000 V/C
# 4	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.418	A xxxxx	0.418	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.328	A xxxxx	0.328	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.218	A xxxxx	0.218	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.185	A xxxxx	0.185	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.232	A xxxxx	0.232	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.130	A xxxxx	0.130	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.179	A xxxxx	0.179	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.512	A xxxxx	0.512	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.288	A xxxxx	0.288	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.703	C xxxxx	0.703	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.605	B xxxxx	0.605	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.493	A xxxxx	0.493	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 650 0	0 120 565	0 0 0	0 10 145 170
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:	5 650 0	0 120 565	0 0 0	0 10 145 170
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:	5 650 0	0 120 565	0 0 0	0 10 145 170
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 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:	5 650 0	0 120 565	0 0 0	0 10 145 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	5 650 0	0 120 565	0 0 0	0 10 145 0
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:	5 650 0	0 120 565	0 0 0	0 10 145 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 0.20	0.00 0.00 0.00	0.01 0.05 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  
 \*\*\*\*\*  
 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  
 \*\*\*\*\*  
 Approach: North Bound 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 25 5 130 10 0 655 170 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 25 5 130 10 0 655 170 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 25 5 130 10 0 655 170 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 25 5 130 10 0 655 170 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 25 5 130 10 0 655 170 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 25 5 130 10 0 655 170 0 0 0 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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 1.86 0.14 0.00 2.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 3200 1600 2971 229 0 2880 3200 0 0 0 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.01 0.00 0.04 0.04 0.00 0.23 0.05 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.313  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Pier S Ave 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 Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 65 0 0 0 170 60 0 0 0 0 0 510 215  
 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 1.00 1.00  
 Initial Bse: 0 65 0 0 0 170 60 0 0 0 0 0 510 215  
 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 65 0 0 0 170 60 0 0 0 0 0 510 215  
 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 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 65 0 0 0 170 60 0 0 0 0 0 510 215  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 65 0 0 0 170 60 0 0 0 0 0 510 215  
 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 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 65 0 0 0 170 60 0 0 0 0 0 510 215  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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 1.00 1.00 1.00 1.00 0.90 0.90  
 Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00  
 Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.16 0.07  
 Crit Moves: \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 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  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 170 0 0 65 655 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 0 170 0 0 65 655 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 0 170 0 0 65 655 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 0 170 0 0 65 655 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 170 0 0 65 655 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 0 170 0 0 65 655 0 0 0 0  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.20 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 #5 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: 32 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: Permitted Permitted Protected Protected  
 Rights: Ignore Include Owl Ignore  
 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 2 1 0  
 Volume Module:  
 Base Vol: 165 0 730 0 0 0 0 1500 150 25 1470 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: 165 0 730 0 0 0 0 1500 150 25 1470 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: 165 0 730 0 0 0 0 1500 150 25 1470 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 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 165 0 0 0 0 0 0 1500 150 25 1470 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 1500 150 25 1470 0  
 Reduced Vol: 165 0 0 0 0 0 0 1500 150 25 1470 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 165 0 0 0 0 0 0 1500 150 25 1470 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 0.35 0.11 0.01 0.34 0.00  
 Crit Volume: 83 0 500 13  
 Crit Moves: \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 220 425 10 315 0 0 0 0 120 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: 0 220 425 10 315 0 0 0 0 120 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: 0 220 425 10 315 0 0 0 0 120 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 220 425 10 315 0 0 0 0 120 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 220 425 10 315 0 0 0 0 120 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 220 425 10 315 0 0 0 0 120 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 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 0.15 0.30 0.01 0.11 0.00 0.00 0.00 0.00 0.04 0.00 0.00  
Crit Volume: 425 10 0 60  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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
Lanes:	2	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 140 25 220 50 10 10 30 75 105 240 65 115  
Growth Adj: 1.00 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 25 220 50 10 10 30 75 105 240 65 115  
Added Vol: 0 0 0 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 25 220 50 10 10 30 75 105 240 65 115  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 140 25 220 50 10 10 30 75 0 240 65 115  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 140 25 220 50 10 10 30 75 0 240 65 115  
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: 140 25 220 50 10 10 30 75 0 240 65 115

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.57 1.43 1.00 1.00 0.45 0.55  
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 724 876

Capacity Analysis Module:  
Vol/Sat: 0.05 0.02 0.14 0.03 0.01 0.01 0.03 0.03 0.00 0.15 0.09 0.13  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	2	1	0

Volume Module:

Base Vol:	40	25	65	80	15	10	25	1020	25	20	910	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:	40	25	65	80	15	10	25	1020	25	20	910	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:	40	25	65	80	15	10	25	1020	25	20	910	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	65	80	15	10	25	1020	25	20	910	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	65	80	15	10	25	1020	25	20	910	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	65	80	15	10	25	1020	25	20	910	130

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.28	0.72	0.76	0.14	0.10	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	444	1156	1219	229	152	1600	4685	115	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.06	0.06	0.05	0.07	0.07	0.02	0.22	0.22	0.01	0.19	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Ovl		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	20	120	25	155	105	75	50	885	25	10	700	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:	20	120	25	155	105	75	50	885	25	10	700	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:	20	120	25	155	105	75	50	885	25	10	700	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:	20	120	25	155	105	75	50	885	25	10	700	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	25	155	105	75	50	885	25	10	700	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:	20	120	25	155	105	75	50	885	25	10	700	170

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4668	132	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.02	0.10	0.03	0.05	0.03	0.19	0.19	0.01	0.15	0.11
OvlAdjV/S:						0.02						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
 Rights: Ignore Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 105 70 10 200 70 25 45 850 110 10 755 240  
 Growth Adj: 1.00 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 70 10 200 70 25 45 850 110 10 755 240  
 Added Vol: 0 0 0 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 70 10 200 70 25 45 850 110 10 755 240  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 105 70 0 200 70 0 45 850 110 10 755 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 70 0 200 70 0 45 850 110 10 755 240  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 105 70 0 200 70 0 45 850 110 10 755 240  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.66 0.34 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4250 550 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.02 0.00 0.13 0.02 0.00 0.03 0.20 0.20 0.01 0.24 0.15  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*  
 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: Farragut 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: Protected Protected Protected Protected  
 Rights: Include Ovl Include Ovl  
 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 3 0 0 0 0 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 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 0 0 25 0 50 25 990 0 0 835 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 25 0 50 25 990 0 0 835 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: 0 0 0 25 0 50 25 990 0 0 835 20  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 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 3.00 0.00 0.00 2.00 1.00  
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.23 0.00 0.00 0.29 0.01  
 Crit Volume: 0 25 25 418  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 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: 38 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  
 -----  
 Volume Module:  
 Base Vol: 160 150 125 150 170 60 110 775 150 75 700 150  
 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: 160 150 125 150 170 60 110 775 150 75 700 150  
 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: 160 150 125 150 170 60 110 775 150 75 700 150  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 160 150 125 150 170 60 110 775 0 75 700 150  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 160 150 125 150 170 60 110 775 0 75 700 150  
 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: 160 150 125 150 170 60 110 775 0 75 700 150  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 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 2.22 0.78 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2206 2069 1425 1425 3160 1115 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.09 0.11 0.05 0.05 0.08 0.27 0.00 0.05 0.25 0.11  
 Crit Volume: 125 150 110 350  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda 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: 32 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 10 145 315 10 135 165 95 630 0 190 655 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: 10 145 315 10 135 165 95 630 0 190 655 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: 10 145 315 10 135 165 95 630 0 190 655 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: 10 145 315 10 135 165 95 630 0 190 655 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 145 315 10 135 165 95 630 0 190 655 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: 10 145 315 10 135 165 95 630 0 190 655 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.10 0.11 0.01 0.05 0.12 0.07 0.22 0.00 0.07 0.24 0.24  
 Crit Volume: 10 165 95 335  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	30	225	75	85	220	40	70	5	25	80	0	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:	30	225	75	85	220	40	70	5	25	80	0	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:	30	225	75	85	220	40	70	5	25	80	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	225	0	85	220	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	225	0	85	220	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	225	0	85	220	40	70	5	25	80	0	0

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	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2327	423	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	30			130	70		80					
Crit Moves:	****			****	****	****	****			****		

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.218  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	25	60	210	0	25	180	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	10	130	10	10	25	60	210	0	25	180	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	10	130	10	10	25	60	210	0	25	180	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	10	130	10	10	25	60	210	0	25	180	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	210	0	25	180	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	210	0	25	180	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:	1.00	0.07	0.93	1.00	0.29	0.71	0.44	1.56	0.00	0.21	1.53	0.26
Final Sat.:	1500	107	1393	1500	429	1071	667	2333	0	319	2298	383

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.09	0.09	0.00	0.08	0.08	0.08
Crit Volume:				140	10		60					118
Crit Moves:	****			****	****	****	****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.185  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 10 5 20 40 100 255 15 5 200 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 20 10 5 20 40 100 255 15 5 200 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 20 10 5 20 40 100 255 15 5 200 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 20 10 5 20 40 100 255 15 5 200 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 10 5 20 40 100 255 15 5 200 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 20 10 5 20 40 100 255 15 5 200 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: 1.00 0.67 0.33 0.15 0.85 1.00 0.54 1.38 0.08 0.05 1.86 0.09  
Final Sat.: 1500 1000 500 231 1269 1500 811 2068 122 70 2791 140

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.12 0.12 0.12 0.07 0.07 0.07  
Crit Volume: 30 40 100 108  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 75 20 75 5 10 25 20 290 45 60 235 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: 75 20 75 5 10 25 20 290 45 60 235 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: 75 20 75 5 10 25 20 290 45 60 235 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: 75 20 75 5 10 25 20 290 45 60 235 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 20 75 5 10 25 20 290 45 60 235 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: 75 20 75 5 10 25 20 290 45 60 235 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: 1.00 0.21 0.79 1.00 0.29 0.71 0.11 1.64 0.25 0.39 1.54 0.07  
Final Sat.: 1500 316 1184 1500 429 1071 169 2451 380 590 2311 98

Capacity Analysis Module:  
Vol/Sat: 0.05 0.06 0.06 0.00 0.02 0.02 0.12 0.12 0.12 0.10 0.10 0.10  
Crit Volume: 75 35 178 60  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.130  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	0	5	15	0	0	0	0	340	10	5	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	0	0	0	0	340	10	5	330	0
Added Vol:	0	0	0	0	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	15	0	0	0	0	340	10	5	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	0	0	0	0	340	10	5	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	0	0	0	0	340	10	5	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	1.00
MLF Adj:	1.00	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	15	0	0	0	0	340	10	5	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	0.03	1.97	0.00
Final Sat.:	0	1500	1500	0	0	0	0	2914	86	45	2955	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.12	0.11	0.11	0.00
Crit Volume:	15	0	0	0	0	0	0	175	5	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.179  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	5	0	45	0	340	0	0	330	0
Growth Adj:	1.00	1.00	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	5	0	45	0	340	0	0	330	0
Added Vol:	0	0	0	0	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	5	0	45	0	340	0	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	5	0	45	0	340	0	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	0	340	0	0	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	1.00
MLF Adj:	1.00	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	5	0	45	0	340	0	0	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.00	0.14	0.00	0.00	0.14	0.00
Crit Volume:	0	0	0	45	170	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd  
 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			Ignore			Include			Include		
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	1

Volume Module:  
 Base Vol: 10 10 10 275 175 0 50 245 10 40 165 165  
 Growth Adj: 1.00 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 10 10 275 175 0 50 245 10 40 165 165  
 Added Vol: 0 0 0 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 10 10 275 175 0 50 245 10 40 165 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 10 10 10 275 175 0 50 245 10 40 165 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 10 10 275 175 0 50 245 10 40 165 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 10 10 10 275 175 0 50 245 10 40 165 165

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
 Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2882 118 1500 3000 1500

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.09 0.08 0.03 0.06 0.11  
 Crit Volume: 15 275 50 165  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*

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

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

Volume Module:  
 Base Vol: 0 0 0 120 0 220 190 830 0 0 765 195  
 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 0 0 120 0 220 190 830 0 0 765 195  
 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 0 0 120 0 220 190 830 0 0 765 195  
 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 0 0 120 0 220 190 830 0 0 765 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 120 0 220 190 830 0 0 765 195  
 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 0 0 120 0 220 190 830 0 0 765 195

Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.39 0.61  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3407 868

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22  
 Crit Volume: 0 220 190 320  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 20 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 200 0 0 60 0 965 50 0 870 165  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 200 0 0 60 0 965 50 0 870 165  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 200 0 0 60 0 965 50 0 870 165  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 965 50 0 870 165  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 965 50 0 870 165  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 965 50 0 870 165

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.85 0.15 0.00 2.52 0.48  
Final Sat.: 0 0 1200 0 0 1200 0 3423 177 0 3026 574

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.28 0.00 0.29 0.29  
Crit Volume: 0 0 0 0 0 0 0 345  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
Base Vol: 120 235 85 175 205 120 100 1085 100 65 980 160  
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: 120 235 85 175 205 120 100 1085 100 65 980 160  
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: 120 235 85 175 205 120 100 1085 100 65 980 160  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 120 235 85 175 205 120 100 1085 100 65 980 160  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 235 85 175 205 120 100 1085 100 65 980 160  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 120 235 85 175 205 120 100 1085 100 65 980 160

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.08 0.07 0.05 0.11 0.06 0.08 0.06 0.34 0.06 0.04 0.31 0.10  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.605  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	30	20	195	145	35	50	20	1370	15	60	1180	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:	30	20	195	145	35	50	20	1370	15	60	1180	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:	30	20	195	145	35	50	20	1370	15	60	1180	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:	30	20	195	145	35	50	20	1370	15	60	1180	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	195	145	35	50	20	1370	15	60	1180	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:	30	20	195	145	35	50	20	1370	15	60	1180	135

Saturation Flow Module:

Sat/Lane:	1600	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:	0.60	0.40	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.69	0.31
Final Sat.:	960	640	1600	1289	311	1600	1600	4748	52	1600	4307	493

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.12	0.09	0.11	0.03	0.01	0.29	0.29	0.04	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	5	20	5	300	15	95	80	365	5	5	345	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:	5	20	5	300	15	95	80	365	5	5	345	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:	5	20	5	300	15	95	80	365	5	5	345	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:	5	20	5	300	15	95	80	365	5	5	345	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	300	15	95	80	365	5	5	345	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:	5	20	5	300	15	95	80	365	5	5	345	285
OvlAdjVol:												127

Saturation Flow Module:

Sat/Lane:	1600	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	1.34	0.33	1.90	0.10	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	2133	533	3048	152	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.06	0.05	0.11	0.00	0.00	0.22	0.18
OvlAdjV/S:												0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## Baseline Plus Alternative 1: No Project PM Peak Hour



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Scenario Report

Scenario: CEQA No Proj PM  
 Command: CEQA No Proj PM  
 Volume: CEQA No Proj PM  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 2	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.341	A xxxxx	0.341	+ 0.000 V/C
# 4	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.246	A xxxxx	0.246	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.561	A xxxxx	0.561	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.660	B xxxxx	0.660	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.267	A xxxxx	0.267	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.330	A xxxxx	0.330	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.308	A xxxxx	0.308	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.228	A xxxxx	0.228	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.304	A xxxxx	0.304	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.829	D xxxxx	0.829	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
	C	xxxxx 0.739	C	xxxxx 0.739	
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.622	B	xxxxx 0.622	+ 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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.375
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				Ocean Blvd				
	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		Protected
Rights:	Include		Include		Include		Ignore		Ignore
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	2	0

-----

Volume Module:												
Base Vol:	5	580	0	0	105	500	0	0	0	5	140	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:	5	580	0	0	105	500	0	0	0	5	140	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:	5	580	0	0	105	500	0	0	0	5	140	145
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	580	0	0	105	500	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	580	0	0	105	500	0	0	0	5	140	0
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	580	0	0	105	500	0	0	0	5	140	0

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Saturation Flow Module:												
Sat/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	0.03	0.17	0.00	0.00	0.00	0.00	0.04	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  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	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 10	115 10 0	585 170 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
Initial Bse:	0 0 10	115 10 0	585 170 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 0 10	115 10 0	585 170 0	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 10	115 10 0	585 170 0	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 10	115 10 0	585 170 0	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 10	115 10 0	585 170 0	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	1.84 0.16 0.00	2.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3200 1600	2944 256 0	2880 3200 0	0 0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.01	0.04 0.04 0.00	0.20 0.05 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #3 Pier S Ave / Ocean Blvd  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

\*\*\*\*\*

Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

\*\*\*\*\*

Volume Module:

Base Vol:	0 70 0	0 105 145	0 0 0	0 480 110
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:	0 70 0	0 105 145	0 0 0	0 480 110
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:	0 70 0	0 105 145	0 0 0	0 480 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 70 0	0 105 145	0 0 0	0 480 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 70 0	0 105 145	0 0 0	0 480 110
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 70 0	0 105 145	0 0 0	0 480 110

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1600 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 0.90
Lanes:	0.00 2.00 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.00 2.00 2.00
Final Sat.:	0 3200 0	0 3200 1600	0 0 0	0 3200 2880

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.02 0.00	0.00 0.03 0.09	0.00 0.00 0.00	0.00 0.15 0.04
Crit Moves:	****	****	****	****

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Port of Los Angeles  
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CEQA No Project - PM Peak Hour

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

\*\*\*\*\*  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*

Intersection #4  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.340
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	0 0 0 105 0 0	70 650 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
Initial Bse:	0 0 0 105 0 0	70 650 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 0 0 105 0 0	70 650 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 105 0 0	70 650 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	0 0 0 105 0 0	70 650 0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 105 0 0	70 650 0 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 0.90 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 2.00 0.00 0.00	1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:	0 0 0 0 2880 0	0 1600 3200 0 0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.00	0.04 0.20 0.00 0.00 0.00 0.00
Crit Moves:	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 Seaside Ave / Navy Way  
\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	385 0 665 0 0 0	0 2115 250 35 1995 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:	385 0 665 0 0 0	0 2115 250 35 1995 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:	385 0 665 0 0 0	0 2115 250 35 1995 30
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:	385 0 0 0 0 0	0 2115 250 35 1995 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	385 0 0 0 0 0	0 2115 250 35 1995 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 0.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:	385 0 0 0 0 0	0 2115 250 35 1995 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:	0.14 0.00 0.00 0.00 0.00 0.00	0.00 0.49 0.18 0.01 0.47 0.00
Crit Volume:	193	0 705 18
Crit Moves:	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246  
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 / Seaside Ave			Harbor Fwy Ramp								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected		
Rights:	Include		Include	Include		Include	Include		Include	Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	0	1	0

Volume Module:

Base Vol:	0	275	315	5	70	0	0	0	0	60	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	275	315	5	70	0	0	0	0	60	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	275	315	5	70	0	0	0	0	60	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	275	315	5	70	0	0	0	0	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	315	5	70	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	275	315	5	70	0	0	0	0	60	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	0.19	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		315	5			0				30		
Crit Moves:		****	****							****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A

\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase	Split Phase		Split Phase	Split Phase		
Rights:	Include		Include	Ignore		Ignore	Include		Include	Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	125	20	165	60	5	5	75	75	270	225	60	115
Growth Adj:	1.00	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	20	165	60	5	5	75	75	270	225	60	115
Added Vol:	0	0	0	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	20	165	60	5	5	75	75	270	225	60	115
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:	125	20	165	60	5	5	75	75	0	225	60	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	20	165	60	5	5	75	75	0	225	60	115
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
Final Volume:	125	20	165	60	5	5	75	75	0	225	60	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	1.00	1.00	1.00	1.00	0.43	0.57
Final Sat.:	2880	1600	1600	1600	1600	1600	1600	1600	1600	1600	680	920

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.10	0.04	0.00	0.00	0.05	0.05	0.00	0.14	0.09	0.13
Crit Moves:		****	****				****	****		****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

-----

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1365	15	0	975	115
Growth Adj:	1.00	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	35	75	135	15	30	15	1365	15	0	975	115
Added Vol:	0	0	0	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	35	75	135	15	30	15	1365	15	0	975	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	75	135	15	30	15	1365	15	0	975	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1365	15	0	975	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1365	15	0	975	115

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Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4748	52	1600	4800	1600

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Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.29	0.29	0.00	0.20	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

-----

Volume Module:

Base Vol:	20	150	30	160	145	75	75	1175	5	10	760	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:	20	150	30	160	145	75	75	1175	5	10	760	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:	20	150	30	160	145	75	75	1175	5	10	760	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:	20	150	30	160	145	75	75	1175	5	10	760	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	30	160	145	75	75	1175	5	10	760	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:	20	150	30	160	145	75	75	1175	5	10	760	140
OvlAdjVol:												

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Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4780	20	1600	4800	1600

-----

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.02	0.10	0.05	0.05	0.05	0.25	0.25	0.01	0.16	0.09
OvlAdjV/S:								0.00				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
\*\*\*\*\*  
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
Rights: Ignore Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 80 5 145 75 35 45 1095 285 5 775 225  
Growth Adj: 1.00 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 80 5 145 75 35 45 1095 285 5 775 225  
Added Vol: 0 0 0 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 80 5 145 75 35 45 1095 285 5 775 225  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 80 0 145 75 0 45 1095 285 5 775 225  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 80 0 145 75 0 45 1095 285 5 775 225  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 80 0 145 75 0 45 1095 285 5 775 225  
-----  
Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3809 991 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.03 0.00 0.09 0.02 0.00 0.03 0.29 0.29 0.00 0.24 0.14  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*  
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: Farragut 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: Protected Protected Protected Protected Protected  
Rights: Include Include Ovl Include Ovl  
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 3 0 0 0 0 2 0 1  
-----  
Volume Module:  
Base Vol: 0 0 0 60 0 95 35 1350 0 0 910 40  
Growth Adj: 1.00 1.00 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 60 0 95 35 1350 0 0 910 40  
Added Vol: 0 0 0 0 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 60 0 95 35 1350 0 0 910 40  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 60 0 95 35 1350 0 0 910 40  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 60 0 95 35 1350 0 0 910 40  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 60 0 95 35 1350 0 0 910 40  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 3.00 0.00 0.00 2.00 1.00  
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.32 0.00 0.00 0.32 0.03  
Crit Volume: 0 60 35 455  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*  
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: 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  
-----  
Volume Module:  
Base Vol: 205 140 95 175 215 30 100 1170 250 65 825 150  
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: 205 140 95 175 215 30 100 1170 250 65 825 150  
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: 205 140 95 175 215 30 100 1170 250 65 825 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 205 140 95 175 215 30 100 1170 0 65 825 150  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 140 95 175 215 30 100 1170 0 65 825 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 205 140 95 175 215 30 100 1170 0 65 825 150  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 2.63 0.37 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2540 1735 1425 1425 3752 523 1425 2850 1425 1425 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.07 0.12 0.06 0.06 0.07 0.41 0.00 0.05 0.29 0.11  
Crit Volume: 115 175 585 65  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.572  
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 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: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 15 175 595 10 230 210 155 885 5 190 855 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: 15 175 595 10 230 210 155 885 5 190 855 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: 15 175 595 10 230 210 155 885 5 190 855 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: 15 175 595 10 230 210 155 885 5 190 855 15  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 175 595 10 230 210 155 885 5 190 855 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: 15 175 595 10 230 210 155 885 5 190 855 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.21 0.01 0.08 0.15 0.11 0.31 0.00 0.07 0.31 0.31  
Crit Volume: 15 210 155 435  
Crit Moves: \*\*\*\*



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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.267  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A  
\*\*\*\*\*  
Street Name: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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  
-----  
Volume Module:  
Base Vol: 20 360 55 115 335 45 65 0 15 65 0 135  
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: 20 360 55 115 335 45 65 0 15 65 0 135  
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: 20 360 55 115 335 45 65 0 15 65 0 135  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 20 360 0 115 335 45 65 0 15 65 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 360 0 115 335 45 65 0 15 65 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 20 360 0 115 335 45 65 0 15 65 0 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 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 2424 326 1375 0 1375 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00  
Crit Volume: 180 58 65 65  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0  
-----  
Volume Module:  
Base Vol: 5 0 135 70 0 145 125 390 0 20 175 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: 5 0 135 70 0 145 125 390 0 20 175 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: 5 0 135 70 0 145 125 390 0 20 175 70  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 135 70 0 145 125 390 0 20 175 70  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 0 135 70 0 145 125 390 0 20 175 70  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 0 135 70 0 145 125 390 0 20 175 70  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.49 1.51 0.00 0.15 1.32 0.53  
Final Sat.: 1500 0 1500 1500 0 1500 728 2272 0 226 1981 792  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.17 0.17 0.00 0.09 0.09 0.09  
Crit Volume: 135 70 258 20  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 50 55 10 25 25 95 195 480 5 10 310 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: 50 55 10 25 25 95 195 480 5 10 310 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: 50 55 10 25 25 95 195 480 5 10 310 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: 50 55 10 25 25 95 195 480 5 10 310 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 55 10 25 25 95 195 480 5 10 310 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: 50 55 10 25 25 95 195 480 5 10 310 20  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.57 1.42 0.01 0.06 1.82 0.12  
Final Sat.: 1304 1435 261 517 983 1500 860 2118 22 88 2735 176  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.23 0.23 0.23 0.11 0.11 0.11  
Crit Volume: 50 95 340 10  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.308  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 75 25 90 10 5 30 15 580 20 30 430 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: 75 25 90 10 5 30 15 580 20 30 430 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: 75 25 90 10 5 30 15 580 20 30 430 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: 75 25 90 10 5 30 15 580 20 30 430 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 25 90 10 5 30 15 580 20 30 430 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 75 25 90 10 5 30 15 580 20 30 430 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.22 0.78 1.00 0.14 0.86 0.05 1.89 0.06 0.12 1.76 0.12  
Final Sat.: 1500 326 1174 1500 214 1286 73 2829 98 184 2633 184  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.08 0.08 0.01 0.02 0.02 0.21 0.21 0.20 0.16 0.16 0.16  
Crit Volume: 115 10 308 30  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.228  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 10 0 5 0 0 0 0 0 610 25 15 520 0  
Growth Adj: 1.00 1.00 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 0 5 0 0 0 0 0 610 25 15 520 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: 10 0 5 0 0 0 0 0 610 25 15 520 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 0 5 0 0 0 0 0 610 25 15 520 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 5 0 0 0 0 0 610 25 15 520 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 5 0 0 0 0 0 610 25 15 520 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.92 0.08 0.06 1.94 0.00  
Final Sat.: 1500 500 1000 0 0 0 0 2882 118 84 2916 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.21 0.21 0.18 0.18 0.00  
Crit Volume: 10 0 318 15  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*  
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: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 5 0 60 0 610 0 0 520 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 0 0 5 0 60 0 610 0 0 520 5  
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 5 0 60 0 610 0 0 520 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 0 0 5 0 60 0 610 0 0 520 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 5 0 60 0 610 0 0 520 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 0 0 5 0 60 0 610 0 0 520 5  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.15 0.85 1.00 1.00 2.00 0.00 1.00 1.98 0.02  
Final Sat.: 0 1200 0 185 1015 1200 1200 2400 0 1200 2377 23  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.05 0.00 0.25 0.00 0.00 0.22 0.22  
Crit Volume: 0 60 305 0  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
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: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 60 25 250 135 0 45 465 20 50 320 205  
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: 10 60 25 250 135 0 45 465 20 50 320 205  
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: 10 60 25 250 135 0 45 465 20 50 320 205  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 60 25 250 135 0 45 465 20 50 320 205  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 25 250 135 0 45 465 20 50 320 205  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 60 25 250 135 0 45 465 20 50 320 205  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 316 1895 789 1500 3000 1500 1500 2876 124 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.14  
Crit Volume: 48 250 243 50  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.663  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 Level Of Service: B  
\*\*\*\*\*  
Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 175 0 300 255 1180 0 0 950 220  
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 0 0 175 0 300 255 1180 0 0 950 220  
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 0 0 175 0 300 255 1180 0 0 950 220  
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 0 0 175 0 300 255 1180 0 0 950 220  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 175 0 300 255 1180 0 0 950 220  
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 0 0 175 0 300 255 1180 0 0 950 220  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.44 0.56  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3471 804  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.21 0.18 0.41 0.00 0.00 0.27 0.27  
Crit Volume: 0 300 255 390  
Crit Moves: \*\*\*\* \*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.399  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A  
\*\*\*\*\*  
Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Ignore WideBypass WideBypass  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 0 2 1 0  
-----  
Volume Module:  
Base Vol: 0 0 370 0 0 65 0 1370 65 0 1110 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 0 370 0 0 65 0 1370 65 0 1110 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 0 370 0 0 65 0 1370 65 0 1110 205  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 1370 65 0 1110 205  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1370 65 0 1110 205  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 1370 65 0 1110 205  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.86 0.14 0.00 2.53 0.47  
Final Sat.: 0 0 1200 0 0 1200 0 3437 163 0 3039 561  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.40 0.40 0.00 0.37 0.37  
Crit Volume: 0 0 0 0 0 0 0 478 0  
Crit Moves: \*\*\*\* \*\*

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Level of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.829  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 82 Level Of Service: D  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 335 80 170 190 105 105 1400 70 65 945 125  
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: 155 335 80 170 190 105 105 1400 70 65 945 125  
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: 155 335 80 170 190 105 105 1400 70 65 945 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 335 80 170 190 105 105 1400 70 65 945 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 335 80 170 190 105 105 1400 70 65 945 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 335 80 170 190 105 105 1400 70 65 945 125  
-----  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.44 0.04 0.04 0.30 0.08  
Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.739  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: C

\*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted	Protected		Protected										
Rights:	Include		Include	Include		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1735	5	45	1160	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:	35	45	290	160	35	10	10	1735	5	45	1160	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:	35	45	290	160	35	10	10	1735	5	45	1160	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1735	5	45	1160	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1735	5	45	1160	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1735	5	45	1160	130

Saturation Flow Module:

Sat/Lane:	1600	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:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.70	0.30
Final Sat.:	700	900	1600	1313	287	1600	1600	4786	14	1600	4316	484

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.36	0.36	0.03	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St Ramp			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:	Include		Include	Include		Ovl										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	0	1	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	5	25	15	260	25	160	185	865	0	5	435	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:	5	25	15	260	25	160	185	865	0	5	435	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:	5	25	15	260	25	160	185	865	0	5	435	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	15	260	25	160	185	865	0	5	435	375
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	260	25	160	185	865	0	5	435	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	15	260	25	160	185	865	0	5	435	375
OvlAdjVol:	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:	0.22	1.11	0.67	1.82	0.18	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2919	281	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.10	0.12	0.27	0.00	0.00	0.27	0.23
OvlAdjV/S:	0.13											
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

# Baseline Plus Alternative 2: Reduced Project AM Peak Hour

-----  
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 -----

Scenario: Scenario Report  
 CEQA Reduced AM

Command: CEQA Reduced AM  
 Volume: CEQA Reduced AM  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
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 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 2	A xxxxx	0.266	A xxxxx	0.266	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.248	A xxxxx	0.248	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.228	A xxxxx	0.228	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.583	A xxxxx	0.583	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.404	A xxxxx	0.404	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.189	A xxxxx	0.189	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.260	A xxxxx	0.260	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.272	A xxxxx	0.272	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.243	A xxxxx	0.243	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.160	A xxxxx	0.160	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.229	A xxxxx	0.229	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.673	B xxxxx	0.673	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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	0 130 535	0 0 0	0 25 115 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:	5 335 0	0 130 535	0 0 0	25 115 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:	5 335 0	0 130 535	0 0 0	25 115 85
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 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	0 130 535	0 0 0	25 115 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 335 0	0 130 535	0 0 0	25 115 0
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	0 130 535	0 0 0	25 115 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 0.19	0.00 0.00 0.00	0.02 0.04 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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.266
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    24          Level Of Service:      A
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          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       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 0       155 0 0       340 125 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
Initial Bse:      0 0 0 0       155 0 0       340 125 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 0 0 0       155 0 0       340 125 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
PHF Adj:          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       155 0 0       340 125 0     0 0 0 0
Reduct Vol:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Reduced Vol:      0 0 0 0       155 0 0       340 125 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
MLF Adj:          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       155 0 0       340 125 0     0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         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
Lanes:            0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 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 0.05 0.00 0.00 0.12 0.04 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.302
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Street Name:      Pier S Ave      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    Split Phase   Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Lanes:            0 0 2 0 0     0 0 2 0 1     0 0 0 0 0     0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 65 0 0       0 0 80 75     0 0 0 0       0 495 110
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 65 0 0       0 0 80 75     0 0 0 0       0 495 110
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 65 0 0       0 0 80 75     0 0 0 0       0 495 110
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       0 65 0 0       0 0 80 75     0 0 0 0       0 495 110
Reduct Vol:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Reduced Vol:      0 65 0 0       0 0 80 75     0 0 0 0       0 495 110
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      0 65 0 0       0 0 80 75     0 0 0 0       0 495 110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         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 0.90
Lanes:            0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00
Final Sat.:       0 3200 0 0       0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.15 0.04
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.248
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    23          Level Of Service:      A
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          Split Phase   Split Phase   Split Phase   Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 0      80 0 0 0 0      65 385 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
Initial Bse:      0 0 0 0 0      80 0 0 0 0      65 385 0 0 0 0 0
Added Vol:       0 0 0 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 0 0 0
Initial Fut:     0 0 0 0 0      80 0 0 0 0      65 385 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 0 0      80 0 0 0 0      65 385 0 0 0 0 0
Reduct Vol:      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 0 0      80 0 0 0 0      65 385 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 0 0      80 0 0 0 0      65 385 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 0 0      2880 0 0 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.03 0.00 0.00 0.04 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.539
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:          Permitted    Permitted    Protected    Protected
Rights:           Ignore      Include      Owl          Ignore
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         50 0 235 0 0 0 0 0 2145 280 55 2240 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:      50 0 235 0 0 0 0 0 2145 280 55 2240 85
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:     50 0 235 0 0 0 0 0 2145 280 55 2240 85
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      50 0 0 0 0 0 0 0 2145 280 55 2240 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     50 0 0 0 0 0 0 0 2145 280 55 2240 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     50 0 0 0 0 0 0 0 2145 280 55 2240 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 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 0.50 0.20 0.02 0.52 0.00
Crit Volume:     25          0          715          28
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 75 125 0 375 0 0 0 0 0 275 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
Initial Bse: 0 75 125 0 375 0 0 0 0 0 275 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 75 125 0 375 0 0 0 0 0 275 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 75 125 0 375 0 0 0 0 0 275 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 75 125 0 375 0 0 0 0 0 275 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.09 0.00 0.13 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 188 0 138
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 125 5 175 80 5 25 10 65 70 95 65 80
Growth Adj: 1.00 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 5 175 80 5 25 10 65 70 95 65 80
Added Vol: 0 0 0 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 5 175 80 5 25 10 65 70 95 65 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 5 175 80 5 25 10 65 0 95 65 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 5 175 80 5 25 10 65 0 95 65 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 5 175 80 5 25 10 65 0 95 65 80

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.27 1.73 1.00 0.79 0.54 0.67
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1267 867 1067

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.11 0.05 0.00 0.02 0.02 0.02 0.00 0.07 0.07 0.07
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	10	10	35	105	30	10	10	880	25	25	1195	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:	10	10	35	105	30	10	10	880	25	25	1195	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:	10	10	35	105	30	10	10	880	25	25	1195	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:	10	10	35	105	30	10	10	880	25	25	1195	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	35	105	30	10	10	880	25	25	1195	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:	10	10	35	105	30	10	10	880	25	25	1195	155

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.22	0.78	0.72	0.21	0.07	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	356	1244	1159	331	110	1600	4667	133	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.03	0.07	0.09	0.09	0.01	0.19	0.19	0.02	0.25	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: A

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Ovl		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	0	160	15	105	110	65	30	805	0	5	835	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:	0	160	15	105	110	65	30	805	0	5	835	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:	0	160	15	105	110	65	30	805	0	5	835	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	160	15	105	110	65	30	805	0	5	835	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	160	15	105	110	65	30	805	0	5	835	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	160	15	105	110	65	30	805	0	5	835	250

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.01	0.07	0.03	0.04	0.02	0.17	0.00	0.00	0.17	0.16
OvlAdjV/S:						0.02						
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.583
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    42      Level Of Service:      A
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore      Ignore      Include      Include
Min. Green:       0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:            1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         160 75 10 195 35 85 100 670 125 5 815 185
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:      160 75 10 195 35 85 100 670 125 5 815 185
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:     160 75 10 195 35 85 100 670 125 5 815 185
User Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      160 75 0 195 35 0 100 670 125 5 815 185
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     160 75 0 195 35 0 100 670 125 5 815 185
PCE Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     160 75 0 195 35 0 100 670 125 5 815 185
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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
Lanes:           1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.:      1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.10 0.02 0.00 0.12 0.01 0.00 0.06 0.17 0.17 0.00 0.25 0.12
Crit Moves:      ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut Ave
*****
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:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include      Ovl      Include      Ovl
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 1 1 0 0 0 1 1 0 0 3 0 0 0 0 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 10 0 20 40 880 0 0 1050 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 0 0 0 10 0 20 40 880 0 0 1050 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 0 0 0 10 0 20 40 880 0 0 1050 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 0 0 0 10 0 20 40 880 0 0 1050 30
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 0 10 0 20 40 880 0 0 1050 30
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 0 10 0 20 40 880 0 0 1050 30
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.:      0 0 0 1425 0 1425 1425 4275 0 0 2850 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.21 0.00 0.00 0.37 0.02
Crit Volume:     0 10 40 525
Crit Moves:      ****      ****      ****
*****
    
```

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 32 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	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	35	75	40	65	175	20	45	855	275	65	880	80
Growth Adj:	1.00	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	75	40	65	175	20	45	855	275	65	880	80
Added Vol:	0	0	0	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	75	40	65	175	20	45	855	275	65	880	80
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:	35	75	40	65	175	20	45	855	0	65	880	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	40	65	175	20	45	855	0	65	880	80
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:	35	75	40	65	175	20	45	855	0	65	880	80

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	3837	438	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.05	0.05	0.05	0.03	0.30	0.00	0.05	0.31	0.06
Crit Volume:	40	65	40	65	428	65	428	65	65	428	65	428
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
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				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	20	40	310	20	120	170	55	710	15	275	580	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:	20	40	310	20	120	170	55	710	15	275	580	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:	20	40	310	20	120	170	55	710	15	275	580	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:	20	40	310	20	120	170	55	710	15	275	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	310	20	120	170	55	710	15	275	580	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:	20	40	310	20	120	170	55	710	15	275	580	10

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2802	48

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.11	0.01	0.04	0.12	0.04	0.25	0.01	0.10	0.21	0.21
Crit Volume:	20	170	355	170	355	138	355	138	138	355	138	355
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.189  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

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Street Name:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	15	135	45	105	265	45	30	5	25	60	0	55
Growth Adj:	1.00	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	135	45	105	265	45	30	5	25	60	0	55
Added Vol:	0	0	0	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	135	45	105	265	45	30	5	25	60	0	55
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	135	0	105	265	45	30	5	25	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	135	0	105	265	45	30	5	25	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	15	135	0	105	265	45	30	5	25	60	0	0

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	1.71	0.29	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2351	399	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.00	0.04	0.11	0.11	0.02	0.02	0.02	0.04	0.00	0.00
Crit Volume:	15			155			30	60				
Crit Moves:	****			****			****	****				

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.260  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	5	35	75	5	120	80	155	5	120	220	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:	0	5	35	75	5	120	80	155	5	120	220	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:	0	5	35	75	5	120	80	155	5	120	220	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:	0	5	35	75	5	120	80	155	5	120	220	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	155	5	120	220	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:	0	5	35	75	5	120	80	155	5	120	220	50

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.67	1.29	0.04	0.61	1.13	0.26
Final Sat.:	1500	188	1313	1500	60	1440	1000	1938	63	923	1692	385

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.08	0.08	0.08	0.13	0.13	0.13
Crit Volume:	40	75		80						195		
Crit Moves:	****	****		****	****		****	****		****	****	

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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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: 20 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	15	10	15	35	50	155	215	40	10	330	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:	25	15	10	15	35	50	155	215	40	10	330	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:	25	15	10	15	35	50	155	215	40	10	330	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:	25	15	10	15	35	50	155	215	40	10	330	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	50	155	215	40	10	330	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:	25	15	10	15	35	50	155	215	40	10	330	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.60	0.40	0.30	0.70	1.00	0.76	1.05	0.19	0.06	1.86	0.08
Final Sat.:	1500	900	600	450	1050	1500	1134	1573	293	85	2789	127

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.14	0.14	0.14	0.12	0.12	0.12
Crit Volume:	25			50			155					178
Crit Moves:	****			****			****					****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.243  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	65	10	50	15	20	15	20	350	50	55	345	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:	65	10	50	15	20	15	20	350	50	55	345	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:	65	10	50	15	20	15	20	350	50	55	345	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:	65	10	50	15	20	15	20	350	50	55	345	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	50	15	20	15	20	350	50	55	345	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:	65	10	50	15	20	15	20	350	50	55	345	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:	1.00	0.17	0.83	1.00	0.57	0.43	0.09	1.67	0.24	0.27	1.68	0.05
Final Sat.:	1500	250	1250	1500	857	643	143	2500	357	402	2524	73

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.01	0.02	0.02	0.14	0.14	0.14	0.14	0.14	0.14
Crit Volume:	65			35			210			55		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.160  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 5 5 20 0 0 0 0 400 10 15 410 0  
Growth Adj: 1.00 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 5 20 0 0 0 0 400 10 15 410 0  
Added Vol: 0 0 0 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 5 20 0 0 0 0 400 10 15 410 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 5 20 0 0 0 0 400 10 15 410 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 5 20 0 0 0 0 400 10 15 410 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 5 20 0 0 0 0 400 10 15 410 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.07 1.93 0.00  
Final Sat.: 500 1000 1500 0 0 0 0 2927 73 106 2894 0

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.14 0.14 0.14 0.14 0.00  
Crit Volume: 20 0 205 15  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.229  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 10 0 70 0 400 0 0 410 0  
Growth Adj: 1.00 1.00 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 10 0 70 0 400 0 0 410 0  
Added Vol: 0 0 0 0 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 10 0 70 0 400 0 0 410 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 10 0 70 0 400 0 0 410 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 10 0 70 0 400 0 0 410 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 10 0 70 0 400 0 0 410 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.06 0.00 0.17 0.00 0.00 0.17 0.00  
Crit Volume: 0 70 0 205  
Crit Moves: \*\*\*\* \*\*\*\*

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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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: 22 Level Of Service: A

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Street Name:	Figueroa St				Harry Bridges Blvd									
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		Ignore		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	2	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	5	10	10	275	125	0	60	260	55	50	265	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	10	10	275	125	0	60	260	55	50	265	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	10	10	275	125	0	60	260	55	50	265	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	275	125	0	60	260	55	50	265	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	275	125	0	60	260	55	50	265	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	275	125	0	60	260	55	50	265	150

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:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2476	524	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.18	0.04	0.00	0.04	0.10	0.11	0.03	0.09	0.10
Crit Volume:	13			275			60					150
Crit Moves:	****			****			****					****

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

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Intersection #21 PCH / Alameda St Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: A

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Street Name:	Alameda St Ramp				PCH									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected							
Rights:	Include		Include		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	1	0

Volume Module:

Base Vol:	0	0	0	120	0	245	245	750	0	0	965	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:	0	0	0	120	0	245	245	750	0	0	965	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:	0	0	0	120	0	245	245	750	0	0	965	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	245	245	750	0	0	965	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	245	245	750	0	0	965	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	245	245	750	0	0	965	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.66	0.34
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3785	490

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.17	0.17	0.26	0.00	0.00	0.25	0.25
Crit Volume:	0			245		245						363
Crit Moves:				****		****						****

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 24 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Ignore		Ignore		WideBypass		WideBypass	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0	1

Volume Module:  
Base Vol: 0 0 300 0 0 0 0 935 0 0 1140 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 0 300 0 0 0 0 935 0 0 1140 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 0 300 0 0 0 0 935 0 0 1140 275  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 935 0 0 1140 275  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 935 0 0 1140 275  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 935 0 0 1140 275

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 2.42 0.58  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 2900 700

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 0.39 0.39  
Crit Volume: 0 0 0 0 0 0 0 472  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1

Volume Module:  
Base Vol: 155 265 35 230 305 145 70 765 65 40 1075 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: 155 265 35 230 305 145 70 765 65 40 1075 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: 155 265 35 230 305 145 70 765 65 40 1075 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 265 35 230 305 145 70 765 65 40 1075 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 265 35 230 305 145 70 765 65 40 1075 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 265 35 230 305 145 70 765 65 40 1075 130

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.24 0.04 0.03 0.34 0.08  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.610  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 170  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 30 95 210 90 25 5 1000 20 65 1480 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: 15 30 95 210 90 25 5 1000 20 65 1480 170

Saturation Flow Module:  
 Sat/Lane: 1600 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 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.69 0.31  
 Final Sat.: 533 1067 1600 1120 480 1600 1600 4706 94 1600 4305 495

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.21 0.21 0.04 0.34 0.34  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:  
 Base Vol: 20 30 10 170 25 135 115 425 20 20 605 135  
 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: 20 30 10 170 25 135 115 425 20 20 605 135  
 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: 20 30 10 170 25 135 115 425 20 20 605 135  
 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: 20 30 10 170 25 135 115 425 20 20 605 135  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 30 10 170 25 135 115 425 20 20 605 135  
 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: 20 30 10 170 25 135 115 425 20 20 605 135  
 OvlAdjVol: 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 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.67 1.00 0.33 1.74 0.26 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
 Final Sat.: 1067 1600 533 2790 410 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.08 0.07 0.13 0.01 0.01 0.38 0.08  
 OvlAdjV/S: 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

# Baseline Plus Alternative 2: Reduced Project MD Peak Hour

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Scenario: Scenario Report  
 CEQA Reduced MD  
 Command: CEQA Reduced MD  
 Volume: CEQA Reduced MD  
 Geometry: Baseline  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.434	A xxxxx	0.434	+ 0.000 V/C
# 2	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 4	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.423	A xxxxx	0.423	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.637	B xxxxx	0.637	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.222	A xxxxx	0.222	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.212	A xxxxx	0.212	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.187	A xxxxx	0.187	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.235	A xxxxx	0.235	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.132	A xxxxx	0.132	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.181	A xxxxx	0.181	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.596	A xxxxx	0.596	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.448	A xxxxx	0.448	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 765	0	0 140	655	0 0 0	0 10 145	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 1.00 1.00
Initial Bse:	5 765	0	0 140	655	0 0 0	0 10 145	195
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:	5 765	0	0 140	655	0 0 0	0 10 145	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 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 0.00
PHF Volume:	5 765	0	0 140	655	0 0 0	0 10 145	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0 0 0	0
Reduced Vol:	5 765	0	0 140	655	0 0 0	0 10 145	0
PCE Adj:	1.00 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 0.00
FinalVolume:	5 765	0	0 140	655	0 0 0	0 10 145	0

Saturation Flow Module:

Sat/Lane:	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	0.90	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	0.00 0.00	0.00 1.00 2.00	1.00 2.00 1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0 0	0 1600 3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.24	0.00	0.00 0.04	0.23	0.00 0.00	0.00 0.01 0.05	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
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
Approach: North Bound 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
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
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include       Include         Include         Include
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 170 0 0      65 770 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
Initial Bse:      0 0 0 0 170 0 0      65 770 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 0 170 0 0      65 770 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
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 170 0 0      65 770 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:     0 0 0 170 0 0      65 770 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
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 170 0 0      65 770 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.24 0.00 0.00 0.00
Crit Moves:      ****                ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.423
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              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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore         Include         Owl             Ignore
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:            2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         165 0 755 0 0 0      0 1525 115 25 1520 105
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     165 0 755 0 0 0      0 1525 115 25 1520 105
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:     165 0 755 0 0 0      0 1525 115 25 1520 105
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      165 0 0 0 0 0 0      0 1525 115 25 1520 0
Reduct Vol:      0 0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:     165 0 0 0 0 0 0      0 1525 115 25 1520 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     165 0 0 0 0 0 0      0 1525 115 25 1520 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:      2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.08 0.01 0.36 0.00
Crit Volume:     83                0                508              13
Crit Moves:      ****                ****                ****              ****
*****

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Port of Los Angeles  
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CEQA Reduced - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 220 450 10 335 0 0 0 0 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 1.00  
Initial Bse: 0 220 450 10 335 0 0 0 0 0 120 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: 0 220 450 10 335 0 0 0 0 0 120 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 220 450 10 335 0 0 0 0 0 120 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 220 450 10 335 0 0 0 0 0 120 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 220 450 10 335 0 0 0 0 0 120 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.15 0.32 0.01 0.12 0.00 0.00 0.00 0.00 0.04 0.00 0.00  
Crit Volume: 450 10 0 60  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 145 5 195 50 5 10 30 75 100 195 65 120  
Growth Adj: 1.00 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 5 195 50 5 10 30 75 100 195 65 120  
Added Vol: 0 0 0 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 5 195 50 5 10 30 75 100 195 65 120  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 145 5 195 50 5 10 30 75 0 195 65 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 5 195 50 5 10 30 75 0 195 65 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 145 5 195 50 5 10 30 75 0 195 65 120

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.57 1.43 1.00 1.00 0.37 0.63  
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 589 1011

Capacity Analysis Module:  
Vol/Sat: 0.05 0.00 0.12 0.03 0.00 0.01 0.03 0.03 0.00 0.12 0.11 0.12  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 25 65 80 15 10 25 1125 25 20 1020 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: 40 25 65 80 15 10 25 1125 25 20 1020 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: 40 25 65 80 15 10 25 1125 25 20 1020 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 25 65 80 15 10 25 1125 25 20 1020 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 10 25 1125 25 20 1020 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 25 65 80 15 10 25 1125 25 20 1020 130

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 1219 229 152 1600 4696 104 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.24 0.24 0.01 0.21 0.08
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 120 25 155 105 75 50 990 0 10 810 170
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: 0 120 25 155 105 75 50 990 0 10 810 170
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: 0 120 25 155 105 75 50 990 0 10 810 170
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: 0 120 25 155 105 75 50 990 0 10 810 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 120 25 155 105 75 50 990 0 10 810 170
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: 0 120 25 155 105 75 50 990 0 10 810 170
OvlAdjVol: 25

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.04 0.02 0.10 0.03 0.05 0.03 0.21 0.00 0.01 0.17 0.11
OvlAdjV/S: 0.02
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.637  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B  
\*\*\*\*\*  
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
Rights: Ignore Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 105 50 10 285 50 115 140 845 110 10 755 330  
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: 105 50 10 285 50 115 140 845 110 10 755 330  
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: 105 50 10 285 50 115 140 845 110 10 755 330  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 105 50 0 285 50 0 140 845 110 10 755 330  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 105 50 0 285 50 0 140 845 110 10 755 330  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 105 50 0 285 50 0 140 845 110 10 755 330  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4247 553 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.07 0.02 0.00 0.18 0.02 0.00 0.09 0.20 0.20 0.01 0.24 0.21  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut 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: Farragut 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: Protected Protected Protected Protected  
Rights: Include Ovl Include Ovl  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 0 1 0 0 3 0 0 0 0 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 0 25 0 50 25 1080 0 0 925 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 0 0 25 0 50 25 1080 0 0 925 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 0 0 25 0 50 25 1080 0 0 925 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 0 0 25 0 50 25 1080 0 0 925 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 25 0 50 25 1080 0 0 925 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: 0 0 0 25 0 50 25 1080 0 0 925 20  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00  
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.25 0.00 0.00 0.32 0.01  
Crit Volume: 0 25 25 463  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 41 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				
Control:	Split Phase		Split Phase		Permitted		Permitted						
Rights:	Include		Include		Ignore		Include						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	1	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	160	140	125	150	160	60	110	865	150	75	785	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:	160	140	125	150	160	60	110	865	150	75	785	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:	160	140	125	150	160	60	110	865	150	75	785	150
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:	160	140	125	150	160	60	110	865	0	75	785	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	140	125	150	160	60	110	865	0	75	785	150
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:	160	140	125	150	160	60	110	865	0	75	785	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	1.40	1.00	1.00	2.18	0.82	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2280	1995	1425	1425	3109	1166	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.09	0.11	0.05	0.05	0.08	0.30	0.00	0.05	0.28	0.11
Crit Volume:	125	150		110			393					
Crit Moves:	****	****		****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 33 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	75	405	10	60	165	90	635	0	275	655	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:	10	75	405	10	60	165	90	635	0	275	655	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:	10	75	405	10	60	165	90	635	0	275	655	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:	10	75	405	10	60	165	90	635	0	275	655	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	75	405	10	60	165	90	635	0	275	655	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:	10	75	405	10	60	165	90	635	0	275	655	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.14	0.01	0.02	0.12	0.06	0.22	0.00	0.10	0.24	0.24
Crit Volume:	10			165			318			138		
Crit Moves:	****			****			****			****		

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

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.222  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 29 Level Of Service: A

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	30	215	75	80	210	40	70	5	25	80	0	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:	30	215	75	80	210	40	70	5	25	80	0	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:	30	215	75	80	210	40	70	5	25	80	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	215	0	80	210	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	215	0	80	210	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	215	0	80	210	40	70	5	25	80	0	0

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	1.68	0.32	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2310	440	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	30			125	70	80						
Crit Moves:	***			***	***	***				***		

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.212  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	25	60	225	0	25	185	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	10	130	10	10	25	60	225	0	25	185	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	10	130	10	10	25	60	225	0	25	185	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	10	130	10	10	25	60	225	0	25	185	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	225	0	25	185	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	225	0	25	185	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:	1.00	0.07	0.93	1.00	0.29	0.71	0.42	1.58	0.00	0.21	1.54	0.25
Final Sat.:	1500	107	1393	1500	429	1071	632	2368	0	313	2313	375

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.09	0.10	0.00	0.08	0.08	0.08
Crit Volume:				140	10		143			25		
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.187  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 10 5 20 40 100 270 15 5 205 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 20 10 5 20 40 100 270 15 5 205 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 20 10 5 20 40 100 270 15 5 205 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 20 10 5 20 40 100 270 15 5 205 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 10 5 20 40 100 270 15 5 205 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 20 10 5 20 40 100 270 15 5 205 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: 1.00 0.67 0.33 0.15 0.85 1.00 0.52 1.40 0.08 0.05 1.86 0.09  
Final Sat.: 1500 1000 500 231 1269 1500 779 2104 117 68 2795 136

Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.13 0.13 0.13 0.07 0.07 0.07  
Crit Volume: 30 40 100 110  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 65 20 85 5 10 25 20 300 35 65 240 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: 65 20 85 5 10 25 20 300 35 65 240 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: 65 20 85 5 10 25 20 300 35 65 240 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: 65 20 85 5 10 25 20 300 35 65 240 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 65 20 85 5 10 25 20 300 35 65 240 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: 65 20 85 5 10 25 20 300 35 65 240 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: 1.00 0.19 0.81 1.00 0.29 0.71 0.11 1.69 0.20 0.41 1.53 0.06  
Final Sat.: 1500 286 1214 1500 429 1071 169 2535 296 619 2286 95

Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.00 0.02 0.02 0.12 0.12 0.12 0.10 0.10 0.10  
Crit Volume: 105 5 177 65  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.132  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	0	5	15	0	0	0	0	345	10	5	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	0	0	0	0	345	10	5	330	0
Added Vol:	0	0	0	0	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	15	0	0	0	0	345	10	5	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	0	0	0	0	345	10	5	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	0	0	0	0	345	10	5	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	1.00
MLF Adj:	1.00	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	15	0	0	0	0	345	10	5	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	0.03	1.97	0.00
Final Sat.:	0	1500	1500	0	0	0	0	2915	85	45	2955	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.12	0.11	0.11	0.00
Crit Volume:	15	0	0	0	0	0	0	178	5	0	0	0
Crit Moves:	****							****	****			****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.181  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 18 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	5	0	45	0	345	0	0	330	0
Growth Adj:	1.00	1.00	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	5	0	45	0	345	0	0	330	0
Added Vol:	0	0	0	0	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	5	0	45	0	345	0	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	5	0	45	0	345	0	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	0	345	0	0	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	1.00
MLF Adj:	1.00	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	5	0	45	0	345	0	0	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.00	0.14	0.00	0.00	0.14	0.00
Crit Volume:	0	0	0	45	0	173	0	0	0	0	0	0
Crit Moves:				****		****		****			****	

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 21 Level Of Service: A

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Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	10	10	10	265	175	0	50	260	10	40	175	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:	10	10	10	265	175	0	50	260	10	40	175	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:	10	10	10	265	175	0	50	260	10	40	175	155
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	10	10	265	175	0	50	260	10	40	175	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	10	10	265	175	0	50	260	10	40	175	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	10	10	265	175	0	50	260	10	40	175	155

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1000	1000	1000	1500	3000	1500	1500	2889	111	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.09	0.09	0.03	0.06	0.10
Crit Volume:	15	265	265	50	50	155	50	50	155	50	50	155
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	80	0	220	190	835	0	0	775	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:	0	0	0	80	0	220	190	835	0	0	775	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:	0	0	0	80	0	220	190	835	0	0	775	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	1.00
PHF Adj:	1.00	1.00	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	80	0	220	190	835	0	0	775	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	220	190	835	0	0	775	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	80	0	220	190	835	0	0	775	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3582	693

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.15	0.13	0.29	0.00	0.00	0.22	0.22
Crit Volume:	0	220	190	308	308	308	308	308	308	308	308	308
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Port of Los Angeles  
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CEQA Reduced - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 22 Level Of Service: A

Street Name:	Site Entrance			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	0	0	395	0	0	10	0	975	10	0	880	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:	0	0	395	0	0	10	0	975	10	0	880	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:	0	0	395	0	0	10	0	975	10	0	880	410
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	975	10	0	880	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	975	10	0	880	410
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	975	10	0	880	410

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	2.97	0.03	0.00	2.05	0.95
Final Sat.:	0	0	1200	0	0	1200	0	3563	37	0	2456	1144

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.27	0.00	0.36	0.36
Crit Volume:	0			0			0			430		
Crit Moves:							****			****		

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 56 Level Of Service: B

Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	120	235	85	175	205	120	100	1030	100	65	940	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:	120	235	85	175	205	120	100	1030	100	65	940	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:	120	235	85	175	205	120	100	1030	100	65	940	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	1.00
PHF Adj:	1.00	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	235	85	175	205	120	100	1030	100	65	940	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1030	100	65	940	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1030	100	65	940	160

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.05	0.11	0.06	0.08	0.06	0.32	0.06	0.04	0.29	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.596  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 30 20 195 145 35 50 20 1325 15 60 1140 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: 30 20 195 145 35 50 20 1325 15 60 1140 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: 30 20 195 145 35 50 20 1325 15 60 1140 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: 30 20 195 145 35 50 20 1325 15 60 1140 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 30 20 195 145 35 50 20 1325 15 60 1140 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: 30 20 195 145 35 50 20 1325 15 60 1140 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.68 0.32  
Final Sat.: 960 640 1600 1289 311 1600 1600 4746 54 1600 4292 508

Capacity Analysis Module:  
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.28 0.28 0.04 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:  
Base Vol: 5 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 20 5 195 15 95 80 350 5 5 325 175  
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 20 5 195 15 95 80 350 5 5 325 175  
OvlAdjVol: 70

Saturation Flow Module:  
Sat/Lane: 1600 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 1.34 0.33 1.86 0.14 1.00 1.00 2.00 1.00 1.00 1.00 1.00  
Final Sat.: 533 2133 533 2971 229 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.06 0.05 0.11 0.00 0.00 0.20 0.11  
OvlAdjV/S: 0.04  
Crit Moves: \*\*\*\* \*\*

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## Baseline Plus Alternative 2: Reduced Project PM Peak Hour

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CEQA Reduced - PM Peak Hour

Scenario Report  
Scenario: CEQA Reduced PM

Command: CEQA Reduced PM  
Volume: CEQA Reduced PM  
Geometry: Baseline  
Impact Fee: Default Impact Fee  
Trip Generation: Default Trip Generation  
Trip Distribution: Default Trip Distribution  
Paths: Default Path  
Routes: Default Route  
Configuration: Default Configuration

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Impact Analysis Report  
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.395	A xxxxx	0.395	+ 0.000 V/C
# 2	A xxxxx	0.374	A xxxxx	0.374	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.356	A xxxxx	0.356	+ 0.000 V/C
# 4	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.249	A xxxxx	0.249	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.404	A xxxxx	0.404	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.677	B xxxxx	0.677	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.262	A xxxxx	0.262	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.225	A xxxxx	0.225	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.385	A xxxxx	0.385	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.385	A xxxxx	0.385	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.587	A xxxxx	0.587	+ 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  
 \*\*\*\*\*

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

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Volume Module:												
Base Vol:	5	645	0	0	115	535	0	0	0	5	140	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:	5	645	0	0	115	535	0	0	0	5	140	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:	5	645	0	0	115	535	0	0	0	5	140	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	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	645	0	0	115	535	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	645	0	0	115	535	0	0	0	5	140	0
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	645	0	0	115	535	0	0	0	5	140	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	0.19	0.00	0.00	0.00	0.00	0.04	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  
\*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound	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 10	125 10	0 650 170	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
Initial Bse:	0 0 10	125 10	0 650 170	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 10	125 10	0 650 170	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00
PHF Volume:	0 0 10	125 10	0 650 170	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 10	125 10	0 650 170	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
MLF Adj:	1.00 1.00 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 10	125 10	0 650 170	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	1.85 0.15 0.00	2.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3200 1600	2963 237	0 2880 3200	0 0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.01	0.04 0.04 0.00	0.23 0.05 0.00	0.00 0.00 0.00 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #3 Pier S Ave / Ocean Blvd  
\*\*\*\*\*

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:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

\*\*\*\*\*

Volume Module:

Base Vol:	0 70 0	0 105 145	0 0 0	0 530 110
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:	0 70 0	0 105 145	0 0 0	0 530 110
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:	0 70 0	0 105 145	0 0 0	0 530 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 70 0	0 105 145	0 0 0	0 530 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 70 0	0 105 145	0 0 0	0 530 110
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 70 0	0 105 145	0 0 0	0 530 110

\*\*\*\*\*

Saturation Flow Module:

Sat/Lane:	1600 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 0.90
Lanes:	0.00 2.00 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.00 2.00 2.00
Final Sat.:	0 3200 0	0 3200 1600	0 0 0	0 3200 2880

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.02 0.00	0.00 0.03 0.09	0.00 0.00 0.00	0.00 0.17 0.04
Crit Moves:	****	****	****	****

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

\*\*\*\*\*  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*

Intersection #4  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

\*\*\*\*\*

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

\*\*\*\*\*

Volume Module:

Base Vol:	0 0 0 105 0 0	70 715 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
Initial Bse:	0 0 0 105 0 0	70 715 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 0 0 105 0 0	70 715 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 105 0 0	70 715 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	0 0 0 105 0 0	70 715 0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 105 0 0	70 715 0 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 0.90 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 2.00 0.00 0.00	1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:	0 0 0 2880 0 0	1600 3200 0 0 0 0 0

\*\*\*\*\*

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.00	0.04 0.22 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)

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Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #5 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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 2 1 0

\*\*\*\*\*

Volume Module:

Base Vol:	385 0 670 0 0 0	0 2125 225 35 1995 55
Growth Adj:	1.00 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 0 670 0 0 0	0 2125 225 35 1995 55
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:	385 0 670 0 0 0	0 2125 225 35 1995 55
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:	385 0 0 0 0 0	0 2125 225 35 1995 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	385 0 0 0 0 0	0 2125 225 35 1995 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 0.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:	385 0 0 0 0 0	0 2125 225 35 1995 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:	0.14 0.00 0.00 0.00 0.00 0.00	0.00 0.50 0.16 0.01 0.47 0.00
Crit Volume:	193	0 708 18
Crit Moves:	****	****

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

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Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A

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Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected			
Rights:	Include		Include	Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0

Volume Module:

Base Vol:	0	275	320	5	70	0	0	0	0	60	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	275	320	5	70	0	0	0	0	60	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	275	320	5	70	0	0	0	0	60	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	275	320	5	70	0	0	0	0	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	320	5	70	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	275	320	5	70	0	0	0	0	60	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	0.19	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:	320	5				0				30		
Crit Moves:	****	****								****		

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

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Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

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Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	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
Lanes:	2	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	125	5	135	60	5	5	75	75	270	195	60	120
Growth Adj:	1.00	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	5	135	60	5	5	75	75	270	195	60	120
Added Vol:	0	0	0	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	5	135	60	5	5	75	75	270	195	60	120
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:	125	5	135	60	5	5	75	75	0	195	60	120
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	5	135	60	5	5	75	75	0	195	60	120
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
Final Volume:	125	5	135	60	5	5	75	75	0	195	60	120

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	2880	1600	1600	1600	1600	1600	1600	1600	1600	1600	576	1024

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.08	0.04	0.00	0.00	0.05	0.05	0.00	0.12	0.10	0.12
Crit Moves:	****	****		****	****		****	****		****		

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

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Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1395	15	0	1035	115
Growth Adj:	1.00	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	35	75	135	15	30	15	1395	15	0	1035	115
Added Vol:	0	0	0	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	35	75	135	15	30	15	1395	15	0	1035	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	35	75	135	15	30	15	1395	15	0	1035	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1395	15	0	1035	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1395	15	0	1035	115

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4749	51	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.29	0.29	0.00	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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

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Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	5	150	30	160	145	75	75	1205	0	10	825	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:	5	150	30	160	145	75	75	1205	0	10	825	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:	5	150	30	160	145	75	75	1205	0	10	825	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:	5	150	30	160	145	75	75	1205	0	10	825	140
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	30	160	145	75	75	1205	0	10	825	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:	5	150	30	160	145	75	75	1205	0	10	825	140
OvlAdjVol:									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	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.02	0.10	0.05	0.05	0.05	0.25	0.00	0.01	0.17	0.09
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)

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Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

\*\*\*\*\*

Street Name:	E I St - W 9th St	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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:

Base Vol:	155 55 5 170 50 90	110 1090 285	5 775 270
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:	155 55 5 170 50 90	110 1090 285	5 775 270
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:	155 55 5 170 50 90	110 1090 285	5 775 270
User Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	155 55 0 170 50 0	110 1090 285	5 775 270
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	155 55 0 170 50 0	110 1090 285	5 775 270
PCE Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	155 55 0 170 50 0	110 1090 285	5 775 270

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:	1.00 2.00 1.00 1.00 2.00 1.00	1.00 2.38 0.62	1.00 2.00 1.00
Final Sat.:	1600 3200 1600 1600 3200 1600	1600 3805 995	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.10 0.02 0.00 0.11 0.02 0.00	0.07 0.29 0.29	0.00 0.24 0.17
Crit Moves:	****	****	****

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

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Intersection #11 Anaheim St / Farragut Ave  
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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

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Street Name:	Farragut 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:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 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 3 0 0	0 0 2 0 1

Volume Module:

Base Vol:	0 0 0 60 0 95	35 1410 0	0 960 40
Growth Adj:	1.00 1.00 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 60 0 95	35 1410 0	0 960 40
Added Vol:	0 0 0 0 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 60 0 95	35 1410 0	0 960 40
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 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 60 0 95	35 1410 0	0 960 40
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0 60 0 95	35 1410 0	0 960 40
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 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 60 0 95	35 1410 0	0 960 40

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 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 3.00 0.00	0.00 2.00 1.00
Final Sat.:	0 0 0 1425 0 1425	1425 4275 0	0 2850 1425

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.07	0.02 0.33 0.00	0.00 0.34 0.03
Crit Volume:	0	60	35 480
Crit Moves:	****	****	****

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.677  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: B  
\*\*\*\*\*  
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  
-----  
Volume Module:  
Base Vol: 205 125 95 175 200 30 85 1230 250 65 875 150  
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: 205 125 95 175 200 30 85 1230 250 65 875 150  
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: 205 125 95 175 200 30 85 1230 250 65 875 150  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 205 125 95 175 200 30 85 1230 0 65 875 150  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 125 95 175 200 30 85 1230 0 65 875 150  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 205 125 95 175 200 30 85 1230 0 65 875 150  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.86 1.14 1.00 1.00 2.61 0.39 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2656 1619 1425 1425 3717 558 1425 2850 1425 1425 2850 1425  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.07 0.12 0.05 0.05 0.06 0.43 0.00 0.05 0.31 0.11  
Crit Volume: 110 175 615 65  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.563  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A  
\*\*\*\*\*  
Street Name: Alameda St 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: Permitted Permitted Protected Protected  
Rights: Ovl Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 15 110 650 10 175 180 150 880 5 235 855 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: 15 110 650 10 175 180 150 880 5 235 855 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: 15 110 650 10 175 180 150 880 5 235 855 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: 15 110 650 10 175 180 150 880 5 235 855 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 110 650 10 175 180 150 880 5 235 855 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: 15 110 650 10 175 180 150 880 5 235 855 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2801 49  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.08 0.23 0.01 0.06 0.13 0.11 0.31 0.00 0.08 0.31 0.31  
Crit Volume: 325 10 150 435  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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  
-----  
Volume Module:  
Base Vol: 20 345 55 115 320 45 65 0 15 65 0 135  
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: 20 345 55 115 320 45 65 0 15 65 0 135  
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: 20 345 55 115 320 45 65 0 15 65 0 135  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 20 345 0 115 320 45 65 0 15 65 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 345 0 115 320 45 65 0 15 65 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 20 345 0 115 320 45 65 0 15 65 0 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 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 2411 339 1375 0 1375 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.05 0.00 0.00  
Crit Volume: 173 58 65 65  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.317  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0  
-----  
Volume Module:  
Base Vol: 5 0 135 70 0 145 125 375 0 20 165 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: 5 0 135 70 0 145 125 375 0 20 165 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: 5 0 135 70 0 145 125 375 0 20 165 70  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 135 70 0 145 125 375 0 20 165 70  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 0 135 70 0 145 125 375 0 20 165 70  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 0 135 70 0 145 125 375 0 20 165 70  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.50 1.50 0.00 0.16 1.29 0.55  
Final Sat.: 1500 0 1500 1500 0 1500 750 2250 0 235 1941 824  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.17 0.17 0.00 0.08 0.09 0.09  
Crit Volume: 135 70 250 20  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 50 55 10 25 25 95 195 465 5 10 310 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: 50 55 10 25 25 95 195 465 5 10 310 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: 50 55 10 25 25 95 195 465 5 10 310 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: 50 55 10 25 25 95 195 465 5 10 310 20  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 55 10 25 25 95 195 465 5 10 310 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: 50 55 10 25 25 95 195 465 5 10 310 20  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.59 1.40 0.01 0.06 1.82 0.12  
Final Sat.: 1304 1435 261 517 983 1500 880 2098 23 88 2735 176  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.22 0.22 0.22 0.11 0.11 0.11  
Crit Volume: 50 95 195 170  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.303  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 65 25 85 10 5 30 15 575 10 35 430 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: 65 25 85 10 5 30 15 575 10 35 430 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: 65 25 85 10 5 30 15 575 10 35 430 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: 65 25 85 10 5 30 15 575 10 35 430 30  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 65 25 85 10 5 30 15 575 10 35 430 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 65 25 85 10 5 30 15 575 10 35 430 30  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.23 0.77 1.00 0.14 0.86 0.05 1.92 0.03 0.14 1.74 0.12  
Final Sat.: 1500 341 1159 1500 214 1286 75 2875 50 212 2606 182  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.07 0.07 0.01 0.02 0.02 0.20 0.20 0.20 0.17 0.16 0.17  
Crit Volume: 110 10 300 35  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*  
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: 19 Level Of Service: A  
\*\*\*\*\*  
Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 10 0 5 0 0 0 0 0 600 25 15 515 0  
Growth Adj: 1.00 1.00 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 0 5 0 0 0 0 0 600 25 15 515 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: 10 0 5 0 0 0 0 0 600 25 15 515 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 5 0 0 0 0 0 600 25 15 515 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 5 0 0 0 0 0 600 25 15 515 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 5 0 0 0 0 0 600 25 15 515 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.92 0.08 0.06 1.94 0.00  
Final Sat.: 1500 500 1000 0 0 0 0 2880 120 85 2915 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.21 0.21 0.18 0.18 0.00  
Crit Volume: 10 0 313 15  
Crit Moves: \*\*\*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.300  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*  
Street Name: King Ave Harry Bridges Blvd  
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 0 1 0 0 0 1 0 1 0 1 0 1 1 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 5 0 60 0 600 0 0 515 0  
Growth Adj: 1.00 1.00 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 5 0 60 0 600 0 0 515 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 5 0 60 0 600 0 0 515 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 5 0 60 0 600 0 0 515 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 5 0 60 0 600 0 0 515 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 5 0 60 0 600 0 0 515 0  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.15 0.85 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 185 1015 1200 1200 2400 0 1200 2400 0  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.05 0.00 0.25 0.00 0.00 0.21 0.00  
Crit Volume: 0 60 300 0  
Crit Moves: \*\*\*\*



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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.385  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*  
Street Name: Figueroa St Harry Bridges Blvd  
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 Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 10 60 25 240 135 0 45 460 20 50 325 195  
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 60 25 240 135 0 45 460 20 50 325 195  
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 60 25 240 135 0 45 460 20 50 325 195  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 60 25 240 135 0 45 460 20 50 325 195  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 25 240 135 0 45 460 20 50 325 195  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 60 25 240 135 0 45 460 20 50 325 195  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00  
Final Sat.: 316 1895 789 1500 3000 1500 1500 2875 125 1500 3000 1500  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.03 0.03 0.16 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.13  
Crit Volume: 48 240 240 50  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.655  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: B  
\*\*\*\*\*  
Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Protected Protected Protected Protected  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
-----  
Volume Module:  
Base Vol: 0 0 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 125 0 300 255 1185 0 0 950 185  
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 0 125 0 300 255 1185 0 0 950 185  
-----  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 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 3578 697  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.21 0.18 0.42 0.00 0.00 0.27 0.27  
Crit Volume: 0 300 255 378  
Crit Moves: \*\*\*\* \*\*

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Level of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.385  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*  
Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Ignore Ignore WideBypass WideBypass  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 0 2 1 0  
-----  
Volume Module:  
Base Vol: 0 0 370 0 0 0 0 1385 0 0 1135 240  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 370 0 0 0 0 1385 0 0 1135 240  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 370 0 0 0 0 1385 0 0 1135 240  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 0 0 0 0 1385 0 0 1135 240  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1385 0 0 1135 240  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 0 0 0 0 1385 0 0 1135 240  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 2.48 0.52  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 2972 628  
-----  
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 0.38 0.38  
Crit Volume: 0 0 0 0 0 0 462 0  
Crit Moves: \*\*\*\* \*\*

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Level of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.790  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: C  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----  
Volume Module:  
Base Vol: 155 335 80 170 190 105 105 1275 70 65 865 125  
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: 155 335 80 170 190 105 105 1275 70 65 865 125  
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: 155 335 80 170 190 105 105 1275 70 65 865 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 335 80 170 190 105 105 1275 70 65 865 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 335 80 170 190 105 105 1275 70 65 865 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 335 80 170 190 105 105 1275 70 65 865 125  
-----  
Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.40 0.04 0.04 0.27 0.08  
Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.714  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

\*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1615	5	45	1080	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:	35	45	290	160	35	10	10	1615	5	45	1080	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:	35	45	290	160	35	10	10	1615	5	45	1080	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1615	5	45	1080	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1615	5	45	1080	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1615	5	45	1080	130

Saturation Flow Module:

Sat/Lane:	1600	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:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.68	0.32
Final Sat.:	700	900	1600	1313	287	1600	1600	4785	15	1600	4284	516

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.34	0.34	0.03	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	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 2 0 1	1 0 1 0 1	1 0 1 0 1

Volume Module:

Base Vol:	5	25	15	140	25	160	185	835	0	5	380	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	15	140	25	160	185	835	0	5	380	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	15	140	25	160	185	835	0	5	380	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	15	140	25	160	185	835	0	5	380	200
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	140	25	160	185	835	0	5	380	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	15	140	25	160	185	835	0	5	380	200

OvlAdjVol: 40

Saturation Flow Module:

Sat/Lane:	1600	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:	0.22	1.11	0.67	1.70	0.30	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2715	485	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.26	0.00	0.00	0.24	0.13
OvlAdjV/S:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.26	0.00	0.00	0.24	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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## 2016 Without Project AM Peak Hour

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 Port of Los Angeles  
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 Year 2016 AM Peak - WO Project W ICTF  
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Scenario: 2016 WO Project AM Peak  
 Scenario Report  
 Command: 2016 WO Project AM Peak  
 Volume: 2016 WO Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2016 AM Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 4	A xxxxx	0.207	A xxxxx	0.207	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.589	A xxxxx	0.589	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.583	A xxxxx	0.583	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.319	A xxxxx	0.319	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.504	A xxxxx	0.504	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452  
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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	130	0	0	170	600	0	0	0	5	300	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:	0	130	0	0	170	600	0	0	0	5	300	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:	0	130	0	0	170	600	0	0	0	5	300	130
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:	0	130	0	0	170	600	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	0	170	600	0	0	0	5	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:	0	130	0	0	170	600	0	0	0	5	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:	0.00	0.04	0.00	0.00	0.05	0.21	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
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
Approach: North Bound 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 115 0 0 55 215 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 0 115 0 0 55 215 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 0 115 0 0 55 215 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 0 115 0 0 55 215 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 115 0 0 55 215 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 0 115 0 0 55 215 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 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 #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
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 0 0 3 0 1
Volume Module:
Base Vol: 345 0 430 0 0 0 0 2535 350 0 1965 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: 345 0 430 0 0 0 0 2535 350 0 1965 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: 345 0 430 0 0 0 0 2535 350 0 1965 15
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 345 0 0 0 0 0 0 2535 350 0 1965 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 0 0 0 0 0 0 2535 350 0 1965 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 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 345 0 0 0 0 0 0 2535 350 0 1965 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 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.46 0.00
Crit Volume: 173 0 845 0
Crit Moves: \*\*\*\* \*\*\*\*



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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 0 215 35 0 260 0 0 0 0 0 405 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
Initial Bse: 0 215 35 0 260 0 0 0 0 0 405 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: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 215 35 0 260 0 0 0 0 0 405 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 215 35 0 260 0 0 0 0 0 405 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: 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 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 215 0 0 0 203
Crit Moves: \*\*\*\* \*\*
\*\*\*\*\*

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A
\*\*\*\*\*
Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0
Volume Module:
Base Vol: 170 5 290 20 5 5 5 120 25 155 110 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: 170 5 290 20 5 5 5 120 25 155 110 25
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: 170 5 290 20 5 5 5 120 25 155 110 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 5 290 20 5 5 5 120 0 155 110 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 5 290 20 5 5 5 120 0 155 110 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 5 290 20 5 5 5 120 0 155 110 25
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.08 1.92 1.00 1.00 0.83 0.17
Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1324 276
Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.10 0.08 0.09
Crit Moves: \*\*\*\* \*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 100 100 85 75 55 90 35 730 25 35 1395 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: 100 100 85 75 55 90 35 730 25 35 1395 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: 100 100 85 75 55 90 35 730 25 35 1395 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: 100 100 85 75 55 90 35 730 25 35 1395 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 100 85 75 55 90 35 730 25 35 1395 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: 100 100 85 75 55 90 35 730 25 35 1395 260

Saturation Flow Module:

Sat/Lane: 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: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 865 735 545 400 655 1600 4641 159 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 50 305 40 190 210 110 35 725 220 45 1140 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: 50 305 40 190 210 110 35 725 220 45 1140 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: 50 305 40 190 210 110 35 725 220 45 1140 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: 50 305 40 190 210 110 35 725 220 45 1140 325
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 305 40 190 210 110 35 725 220 45 1140 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: 50 305 40 190 210 110 35 725 220 45 1140 325

Saturation Flow Module:

Sat/Lane: 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.30 0.70 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3683 1117 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

Street Name: E I St - W 9th St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:

Base Vol:	165	50	10	160	55	15	45	825	110	20	1035	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:	165	50	10	160	55	15	45	825	110	20	1035	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:	165	50	10	160	55	15	45	825	110	20	1035	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	50	0	160	55	0	45	825	110	20	1035	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	50	0	160	55	0	45	825	110	20	1035	230
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	50	0	160	55	0	45	825	110	20	1035	230

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4235	565	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.02	0.00	0.10	0.02	0.00	0.03	0.19	0.19	0.01	0.32	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut 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:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	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 3 0 0	0 0 3 0 1

Volume Module:

Base Vol:	0	0	0	15	0	70	50	985	0	0	1245	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	0	0	15	0	70	50	985	0	0	1245	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	0	0	15	0	70	50	985	0	0	1245	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	0	0	15	0	70	50	985	0	0	1245	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	70	50	985	0	0	1245	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:	0	0	0	15	0	70	50	985	0	0	1245	20

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.05	0.04	0.23	0.00	0.00	0.29	0.01
Crit Volume:	0	15	50	415	****	****	****	****	****	****	****	****
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: A

\*\*\*\*\*

Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	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	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	155	35	140	195	40	30	905	260	55	1195	115
Growth Adj:	1.00	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	155	35	140	195	40	30	905	260	55	1195	115
Added Vol:	0	0	0	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	155	35	140	195	40	30	905	260	55	1195	115
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	155	35	140	195	40	30	905	0	55	1195	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	155	35	140	195	40	30	905	0	55	1195	115
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	155	35	140	195	40	30	905	0	55	1195	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.21	1.79	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1726	2549	1425	1425	3547	728	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.02	0.10	0.05	0.05	0.02	0.32	0.00	0.04	0.42	0.08
Crit Volume:	87	140		30	598							
Crit Moves:	***	***		***	***							

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 45 Level Of Service: A

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Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	25	190	420	10	270	125	155	775	35	390	935	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:	25	190	420	10	270	125	155	775	35	390	935	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:	25	190	420	10	270	125	155	775	35	390	935	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:	25	190	420	10	270	125	155	775	35	390	935	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	190	420	10	270	125	155	775	35	390	935	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	190	420	10	270	125	155	775	35	390	935	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2747	103

Capacity Analysis Module:

Vol/Sat:	0.02	0.13	0.15	0.01	0.09	0.09	0.11	0.27	0.02	0.14	0.34	0.34
Crit Volume:	190	10	155									485
Crit Moves:	***	***	***									***

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	135	200	100	185	285	35	85	10	145	50	5	45
Growth Adj:	1.00	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	200	100	185	285	35	85	10	145	50	5	45
Added Vol:	0	0	0	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	200	100	185	285	35	85	10	145	50	5	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	200	0	185	285	35	85	10	145	50	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	200	0	185	285	35	85	10	145	50	5	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	200	0	185	285	35	85	10	145	50	5	0

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	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	89	1286	1250	125	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.00	0.07	0.12	0.12	0.06	0.11	0.11	0.04	0.04	0.00
Crit Volume:	135			160			155		55			
Crit Moves:	****			****			****		****			

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 22 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	5	35	85	5	140	120	280	10	165	310	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	85	5	140	120	280	10	165	310	65
Added Vol:	0	0	0	0	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	35	85	5	140	120	280	10	165	310	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	85	5	140	120	280	10	165	310	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	85	5	140	120	280	10	165	310	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	35	85	5	140	120	280	10	165	310	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.03	0.97	0.58	1.37	0.05	0.61	1.15	0.24
Final Sat.:	1500	188	1313	1500	52	1448	878	2049	73	917	1722	361

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145	120					270		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.583  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 25 25 10 25 175 230 385 290 140 30 415 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: 25 25 10 25 175 230 385 290 140 30 415 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: 25 25 10 25 175 230 385 290 140 30 415 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 25 10 25 175 230 385 290 140 30 415 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 25 10 25 175 230 385 290 140 30 415 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 25 10 25 175 230 385 290 140 30 415 25  
 -----  
 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: 0.84 0.83 0.33 0.12 0.88 1.00 0.95 0.71 0.34 0.13 1.76 0.11  
 Final Sat.: 1250 1250 500 174 1326 1500 1417 1067 515 191 2649 160  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.14 0.13 0.15 0.27 0.27 0.27 0.16 0.16 0.16  
 Crit Volume: 25 230 385 235  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 25 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 125 10 30 15 20 15 20 710 115 40 600 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: 125 10 30 15 20 15 20 710 115 40 600 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: 125 10 30 15 20 15 20 710 115 40 600 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: 125 10 30 15 20 15 20 710 115 40 600 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 125 10 30 15 20 15 20 710 115 40 600 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: 125 10 30 15 20 15 20 710 115 40 600 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: 1.00 0.25 0.75 1.00 0.57 0.43 0.05 1.68 0.27 0.12 1.85 0.03  
 Final Sat.: 1500 375 1125 1500 857 643 71 2521 408 185 2769 46  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.03 0.03 0.01 0.02 0.02 0.28 0.28 0.28 0.22 0.22 0.22  
 Crit Volume: 125 35 423 40  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	870	5	20	640	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	0	25	20	5	20	5	870	5	20	640	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	0	25	20	5	20	5	870	5	20	640	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	0	25	20	5	20	5	870	5	20	640	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	870	5	20	640	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:	0	0	25	20	5	20	5	870	5	20	640	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	17	2966	17	90	2866	45

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.29	0.29	0.29	0.22	0.22	0.22
Crit Volume:		25	20				440	20				
Crit Moves:	****	****					****	****				

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	210	0	165	70	690	0	0	585	120
Growth Adj:	1.00	1.00	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	210	0	165	70	690	0	0	585	120
Added Vol:	0	0	0	0	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	210	0	165	70	690	0	0	585	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	210	0	165	70	690	0	0	585	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	165	70	690	0	0	585	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	210	0	165	70	690	0	0	585	120

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	1.00	0.12	0.88	1.00	2.00	0.00	1.00	1.66	0.34
Final Sat.:	0	1200	0	1200	144	1056	1200	2400	0	1200	1991	409

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.16	0.06	0.29	0.00	0.00	0.29	0.29
Crit Volume:				210			70				353	
Crit Moves:	****	****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #20 Harry Bridges Blvd / Figueroa St
\*\*\*\*\*
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: 41 Level Of Service: B
\*\*\*\*\*
Street Name: Figueroa St Harry Bridges Blvd
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 Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 505 0 250 40 345 0 5 345 430
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: 0 0 0 505 0 250 40 345 0 5 345 430
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: 0 0 0 505 0 250 40 345 0 5 345 430
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 505 0 0 40 345 0 5 345 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 505 0 0 40 345 0 5 345 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 505 0 0 40 345 0 5 345 430
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.00 0.03 0.12 0.00 0.00 0.12 0.29
Crit Volume: 0 505 40 430
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #21 PCH / Alameda St Ramp
\*\*\*\*\*
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 Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 205 0 230 210 730 0 0 900 190
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 0 205 0 230 210 730 0 0 900 190
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 0 205 0 230 210 730 0 0 900 190
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 0 205 0 230 210 730 0 0 900 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 205 0 230 210 730 0 0 900 190
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 0 205 0 230 210 730 0 0 900 190
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 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 3530 745
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.16 0.15 0.26 0.00 0.00 0.25 0.25
Crit Volume: 0 230 210 363
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.319  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 90 0 0 60 0 1015 120 0 1150 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 0 90 0 0 60 0 1015 120 0 1150 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 0 90 0 0 60 0 1015 120 0 1150 220  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 0 1015 120 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 0 1015 120 0 1150 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 0 1015 120 0 1150 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.68 0.32 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3219 381 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.32 0.32 0.00 0.32 0.00  
 Crit Volume: 0 0 0 0 0 0 0 383  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.754  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 110 200 90 10 250 60 55 1005 25 90 1385 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: 110 200 90 10 250 60 55 1005 25 90 1385 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: 110 200 90 10 250 60 55 1005 25 90 1385 110  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 110 200 90 10 250 60 55 1005 25 90 1385 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 110 200 90 10 250 60 55 1005 25 90 1385 110  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 110 200 90 10 250 60 55 1005 25 90 1385 110  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.06 0.06 0.01 0.08 0.04 0.03 0.31 0.02 0.06 0.43 0.07  
 Crit Moves: \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1055 20 80 1695 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: 45 25 90 195 75 45 10 1055 20 80 1695 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: 45 25 90 195 75 45 10 1055 20 80 1695 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1055 20 80 1695 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1055 20 80 1695 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1055 20 80 1695 85

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.86 0.14
Final Sat.: 1029 571 1600 1156 444 1600 1600 4711 89 1600 4571 229

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.37 0.37
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 5 25 10 230 65 145 130 590 5 20 635 250
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: 5 25 10 230 65 145 130 590 5 20 635 250
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: 5 25 10 230 65 145 130 590 5 20 635 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 10 230 65 145 130 590 5 20 635 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 230 65 145 130 590 5 20 635 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 10 230 65 145 130 590 5 20 635 250
OvlAdjVol: 102

Saturation Flow Module:

Sat/Lane: 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: 0.25 1.25 0.50 1.56 0.44 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2495 705 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.09 0.08 0.18 0.00 0.01 0.20 0.16
OvlAdjV/S: 0.06
Crit Moves: \*\*\*\*

## 2016 Without Project MD Peak Hour

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Scenario: 2016 WO Project MD Peak  
 Scenario Report  
 Command: 2016 WO Project MD Peak  
 Volume: 2016 WO Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 2	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 4	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.388	A xxxxx	0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.671	B xxxxx	0.671	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.316	A xxxxx	0.316	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.649	B xxxxx	0.649	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.245	A xxxxx	0.245	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.534	A xxxxx	0.534	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 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 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								
Lanes:	1	0	2	0	0	0	2	0	2	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	205	0	0	130	390	0	0	0	10	255	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	0	0	130	390	0	0	0	10	255	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	0	0	130	390	0	0	0	10	255	60
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:	0	205	0	0	130	390	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	0	0	130	390	0	0	0	10	255	0
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:	0	205	0	0	130	390	0	0	0	10	255	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	0.14	0.00	0.00	0.00	0.01	0.08	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

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

Table with columns for Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

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

Table with columns for Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, and Lanes.

Volume Module:

Table showing traffic volume data including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module:

Table showing saturation flow data including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module:

Table showing capacity analysis data including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
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
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      225 0 0      45 410 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
Initial Bse:   0 0 0 0      225 0 0      45 410 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 0 0 0      225 0 0      45 410 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
PHF Adj:      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      225 0 0      45 410 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      225 0 0      45 410 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
MLF Adj:      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      225 0 0      45 410 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.08 0.00 0.00 0.03 0.13 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)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.394
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      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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      285 0 295 0 0 0 0 0 1165 30 0 1255 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:   285 0 295 0 0 0 0 0 1165 30 0 1255 30
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:   285 0 295 0 0 0 0 0 1165 30 0 1255 30
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   285 0 0 0 0 0 0 0 1165 30 0 1255 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  285 0 0 0 0 0 0 0 1165 30 0 1255 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  285 0 0 0 0 0 0 0 1165 30 0 1255 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.02 0.00 0.29 0.00
Crit Volume:  143          0          0          418
Crit Moves:   ****          ****          ****
*****

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	0	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	0.25	0.19	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350		5			0				197		
Crit Moves:	***		***			***				***		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A

\*\*\*\*\*

Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Split Phase
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	110	5	175	25	10	5	5	160	10	245	140	90
Growth Adj:	1.00	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	5	175	25	10	5	5	160	10	245	140	90
Added Vol:	0	0	0	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	5	175	25	10	5	5	160	10	245	140	90
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	5	175	25	10	5	5	160	0	245	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	5	175	25	10	5	5	160	0	245	140	90
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	5	175	25	10	5	5	160	0	245	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.33	0.67	0.06	1.94	1.00	1.00	0.62	0.38
Final Sat.:	2880	1600	1600	1600	2133	1067	97	3103	1600	1600	994	606

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.11	0.02	0.00	0.00	0.05	0.05	0.00	0.15	0.14	0.15
Crit Moves:	***		***				***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 90 75 130 180 80 130 35 1020 45 35 1100 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: 90 75 130 180 80 130 35 1020 45 35 1100 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: 90 75 130 180 80 130 35 1020 45 35 1100 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: 90 75 130 180 80 130 35 1020 45 35 1100 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 75 130 180 80 130 35 1020 45 35 1100 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: 90 75 130 180 80 130 35 1020 45 35 1100 210

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.37 0.63 0.46 0.21 0.33 1.00 2.87 0.13 1.00 3.00 1.00
Final Sat.: 1600 585 1015 738 328 533 1600 4597 203 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.06 0.13 0.13 0.11 0.24 0.24 0.02 0.22 0.22 0.02 0.23 0.13
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 200 45 160 155 140 95 890 25 40 1000 245
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 200 45 160 155 140 95 890 25 40 1000 245
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 200 45 160 155 140 95 890 25 40 1000 245
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 200 45 160 155 140 95 890 25 40 1000 245
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 200 45 160 155 140 95 890 25 40 1000 245
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 200 45 160 155 140 95 890 25 40 1000 245

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.92 0.08 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4669 131 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.03 0.10 0.05 0.09 0.06 0.19 0.19 0.03 0.21 0.15
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	140	75	0	130	50	0	45	780	95	15	930	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:	140	75	0	130	50	0	45	780	95	15	930	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:	140	75	0	130	50	0	45	780	95	15	930	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	75	0	130	50	0	45	780	95	15	930	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	75	0	130	50	0	45	780	95	15	930	215
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	75	0	130	50	0	45	780	95	15	930	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4279	521	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.02	0.00	0.08	0.02	0.00	0.03	0.18	0.18	0.01	0.29	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A

Street Name: Farragut 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:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:

Base Vol:	0	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	75	1045	0	0	960	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	75	1045	0	0	960	30

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.05	0.24	0.00	0.00	0.22	0.02
Crit Volume:	0	0	0	130	0	320	0	0	0	0	320	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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

\*\*\*\*\*

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

Volume Module:

Base Vol:	205	200	110	200	270	75	90	865	200	110	1000	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:	205	200	110	200	270	75	90	865	200	110	1000	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:	205	200	110	200	270	75	90	865	200	110	1000	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:	205	200	110	200	270	75	90	865	0	110	1000	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	200	110	200	270	75	90	865	0	110	1000	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:	205	200	110	200	270	75	90	865	0	110	1000	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:	1.52	1.48	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2164	2111	1425	1425	3346	929	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.08	0.14	0.08	0.08	0.06	0.30	0.00	0.08	0.35	0.13
Crit Volume:	135	200	90	500								
Crit Moves:	***	***	***	***								

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Intersection #13 Anaheim St / Alameda St  
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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: 38 Level Of Service: A

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Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	10	150	315	5	165	120	90	780	20	200	965	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:	10	150	315	5	165	120	90	780	20	200	965	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:	10	150	315	5	165	120	90	780	20	200	965	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:	10	150	315	5	165	120	90	780	20	200	965	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	150	315	5	165	120	90	780	20	200	965	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:	10	150	315	5	165	120	90	780	20	200	965	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2806	44

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.11	0.00	0.06	0.08	0.06	0.27	0.01	0.07	0.34	0.34
Crit Volume:	150	5	90	490								
Crit Moves:	***	***	***	***								

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	145	390	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218			60			40		
Crit Moves:	****			****			****			****		

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 20 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	405	0	30	325	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	10	130	10	10	30	65	405	0	30	325	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	10	130	10	10	30	65	405	0	30	325	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	10	130	10	10	30	65	405	0	30	325	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	405	0	30	325	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	405	0	30	325	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.28	1.72	0.00	0.15	1.69	0.16
Final Sat.:	1500	107	1393	1500	375	1125	415	2585	0	234	2532	234

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:		140	10				235			30		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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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: 22 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	35	10	10	100	120	170	405	30	15	365	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:	25	35	10	10	100	120	170	405	30	15	365	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:	25	35	10	10	100	120	170	405	30	15	365	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:	25	35	10	10	100	120	170	405	30	15	365	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	10	10	100	120	170	405	30	15	365	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	10	10	100	120	170	405	30	15	365	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:	0.71	1.00	0.29	0.09	0.91	1.00	0.56	1.34	0.10	0.07	1.78	0.15
Final Sat.:	1071	1500	429	130	1370	1500	843	2008	149	110	2671	220

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.08	0.07	0.08	0.20	0.20	0.20	0.14	0.14	0.14
Crit Volume:	25			120	170					205		
Crit Moves:	****			****	****					****		

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 21 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	160	20	65	5	10	25	20	405	50	20	495	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:	160	20	65	5	10	25	20	405	50	20	495	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:	160	20	65	5	10	25	20	405	50	20	495	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:	160	20	65	5	10	25	20	405	50	20	495	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	65	5	10	25	20	405	50	20	495	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:	160	20	65	5	10	25	20	405	50	20	495	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:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.71	0.21	0.08	1.88	0.04
Final Sat.:	1500	353	1147	1500	429	1071	126	2558	316	114	2829	57

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.16	0.16	0.16	0.18	0.17	0.17
Crit Volume:	160						35	20		262		
Crit Moves:	****						****	****		****		

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Intersection #18 Harry Bridges Blvd / Neptune Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.245
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0 0
Volume Module:
Base Vol: 0 5 15 15 5 15 20 550 10 15 605 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: 0 5 15 15 5 15 20 550 10 15 605 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: 0 5 15 15 5 15 20 550 10 15 605 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: 0 5 15 15 5 15 20 550 10 15 605 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 15 5 15 20 550 10 15 605 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: 0 5 15 15 5 15 20 550 10 15 605 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.90 0.03 0.05 1.90 0.05
Final Sat.: 0 1500 1500 643 214 643 103 2845 52 71 2858 71
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.19 0.19 0.19 0.21 0.21 0.21
Crit Volume: 15 15 20 318
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Intersection #19 Harry Bridges Blvd / King Ave
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: 25 Level Of Service: A
Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0
Volume Module:
Base Vol: 0 0 0 15 0 105 75 665 0 0 620 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: 0 0 0 15 0 105 75 665 0 0 620 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: 0 0 0 15 0 105 75 665 0 0 620 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 15 0 105 75 665 0 0 620 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 105 75 665 0 0 620 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 15 0 105 75 665 0 0 620 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2307 93
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.28 0.00 0.00 0.27 0.27
Crit Volume: 0 105 75 323
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	330	0	305	45	270	0	5	370	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:	0	0	5	330	0	305	45	270	0	5	370	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:	0	0	5	330	0	305	45	270	0	5	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	330	0	0	45	270	0	5	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	330	0	0	45	270	0	5	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	330	0	0	45	270	0	5	370	320

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.03	0.09	0.00	0.00	0.12	0.21
Crit Volume:	5	330		45			320					428
Crit Moves:	****	****		****			****					****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	135	0	95	195	1190	0	0	1075	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	0	0	135	0	95	195	1190	0	0	1075	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	0	0	135	0	95	195	1190	0	0	1075	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:	0	0	0	135	0	95	195	1190	0	0	1075	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	95	195	1190	0	0	1075	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:	0	0	0	135	0	95	195	1190	0	0	1075	210

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3576	699

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.14	0.42	0.00	0.00	0.30	0.30
Crit Volume:	0			135			195					428
Crit Moves:	****	****		****			****					****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 145 0 0 90 0 1450 80 0 1355 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 145 0 0 90 0 1450 80 0 1355 120  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 145 0 0 90 0 1450 80 0 1355 120  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1450 80 0 1355 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1450 80 0 1355 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1450 80 0 1355 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.84 0.16 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3412 188 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.42 0.43 0.00 0.38 0.00  
 Crit Volume: 0 0 0 0 0 0 0 510 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.640  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 135  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 135  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.09 0.07 0.01 0.08 0.05 0.06 0.36 0.01 0.00 0.34 0.08  
 Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.661  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 35 40 235 200 60 55 15 1260 20 90 1295 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: 35 40 235 200 60 55 15 1260 20 90 1295 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: 35 40 235 200 60 55 15 1260 20 90 1295 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 35 40 235 200 60 55 15 1260 20 90 1295 170  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 40 235 200 60 55 15 1260 20 90 1295 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 35 40 235 200 60 55 15 1260 20 90 1295 170

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.47 0.53 1.00 0.77 0.23 1.00 1.00 2.95 0.05 1.00 2.65 0.35  
 Final Sat.: 747 853 1600 1231 369 1600 1600 4725 75 1600 4243 557

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.05 0.15 0.13 0.16 0.03 0.01 0.27 0.27 0.06 0.31 0.31  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

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: Alameda St Ramp 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:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 0 30 20 110 55 150 230 610 15 35 515 330  
 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 30 20 110 55 150 230 610 15 35 515 330  
 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 30 20 110 55 150 230 610 15 35 515 330  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 30 20 110 55 150 230 610 15 35 515 330  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 30 20 110 55 150 230 610 15 35 515 330  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 30 20 110 55 150 230 610 15 35 515 330  
 OvlAdjVol: 180

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.00 1.20 0.80 1.33 0.67 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 0 1920 1280 2133 1067 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.02 0.02 0.05 0.05 0.09 0.14 0.19 0.01 0.02 0.16 0.21  
 OvlAdjV/S: 0.11  
 Crit Moves: \*\*\*\* \*\*

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## 2016 Without Project PM Peak Hour

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Scenario: Scenario Report  
 2016 WO Project PM Peak

Command: 2016 WO Project PM Peak  
 Volume: 2016 WO Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 2	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.825	D xxxxx	0.825	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.700	C xxxxx	0.700	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.770	C xxxxx	0.770	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.445	A xxxxx	0.445	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.837	D xxxxx	0.837	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.721	C xxxxx	0.721	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.528	A xxxxx	0.528	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.917	E xxxxx	0.917	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.869	D xxxxx	0.869	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.570	A xxxxx	0.570	+ 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  
\*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	560	0	0	205	680	0	0	0	20	245	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	560	0	0	205	680	0	0	0	20	245	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	560	0	0	205	680	0	0	0	20	245	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	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	560	0	0	205	680	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	0	0	205	680	0	0	0	20	245	0
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	560	0	0	205	680	0	0	0	20	245	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	0.06	0.24	0.00	0.00	0.00	0.01	0.08	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 225 0 0 565 375 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 0 225 0 0 565 375 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 0 225 0 0 565 375 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 0 225 0 0 565 375 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 225 0 0 565 375 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 0 225 0 0 565 375 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.07 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

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
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: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
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: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
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: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
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: 0 430 0 0 0 250 170 0 0 0 0 0 445 275
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.00 0.00 0.08 0.11 0.00 0.00 0.00 0.00 0.00 0.14 0.10
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
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: 106 Level Of Service: D
Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 515 315 0 300 0 0 0 0 0 245 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
Initial Bse: 0 515 315 0 300 0 0 0 0 0 245 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: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 515 315 0 300 0 0 0 0 0 245 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 515 315 0 300 0 0 0 0 0 245 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.36 0.22 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 515 0 0 123
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0 0

Volume Module:

Base Vol: 130 5 210 65 5 10 35 190 220 430 260 200
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: 130 5 210 65 5 10 35 190 220 430 260 200
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: 130 5 210 65 5 10 35 190 220 430 260 200
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: 130 5 210 65 5 10 35 190 0 430 260 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 5 210 65 5 10 35 190 0 430 260 200
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: 130 5 210 65 5 10 35 190 0 430 260 200

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.31 1.69 1.00 0.97 0.58 0.45
Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1546 935 719

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.13 0.04 0.00 0.01 0.07 0.07 0.00 0.28 0.28 0.28
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 85 80 135 185 45 180 35 1540 35 40 1325 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: 85 80 135 185 45 180 35 1540 35 40 1325 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: 85 80 135 185 45 180 35 1540 35 40 1325 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: 85 80 135 185 45 180 35 1540 35 40 1325 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 80 135 185 45 180 35 1540 35 40 1325 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: 85 80 135 185 45 180 35 1540 35 40 1325 185

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 30 280 115 400 275 130 70 1350 10 50 1195 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: 30 280 115 400 275 130 70 1350 10 50 1195 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: 30 280 115 400 275 130 70 1350 10 50 1195 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: 30 280 115 400 275 130 70 1350 10 50 1195 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 280 115 400 275 130 70 1350 10 50 1195 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: 30 280 115 400 275 130 70 1350 10 50 1195 355

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 325 210 30 170 175 25 45 1255 395 20 1165 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: 325 210 30 170 175 25 45 1255 395 20 1165 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: 325 210 30 170 175 25 45 1255 395 20 1165 195  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 325 210 0 170 175 0 45 1255 395 20 1165 195  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 325 210 0 170 175 0 45 1255 395 20 1165 195  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 325 210 0 170 175 0 45 1255 395 20 1165 195

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.20 0.07 0.00 0.11 0.05 0.00 0.03 0.34 0.34 0.01 0.36 0.12  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60  
Growth Adj: 1.00 1.00 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 70 0 390 140 1565 0 0 1550 60  
Added Vol: 0 0 0 0 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 70 0 390 140 1565 0 0 1550 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 70 0 390 140 1565 0 0 1550 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 0 390 140 1565 0 0 1550 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.37 0.00 0.00 0.36 0.04  
Crit Volume: 0 390 0 517  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 175 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	1	0

Volume Module:

Base Vol:	255	370	195	225	190	50	105	1370	215	95	1470	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:	255	370	195	225	190	50	105	1370	215	95	1470	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:	255	370	195	225	190	50	105	1370	215	95	1470	160
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	370	195	225	190	50	105	1370	0	95	1470	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	370	195	225	190	50	105	1370	0	95	1470	160
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	370	195	225	190	50	105	1370	0	95	1470	160

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.22	1.78	1.00	1.00	2.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1744	2531	1425	1425	3384	891	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.14	0.16	0.06	0.06	0.07	0.48	0.00	0.07	0.52	0.11
Crit Volume:	208	225	105	735								
Crit Moves:	***	***	***	***								

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 85 Level Of Service: C

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ovl		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	1	1	1	1	0	2	0	1

Volume Module:

Base Vol:	20	280	630	20	300	140	115	990	15	335	1360	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:	20	280	630	20	300	140	115	990	15	335	1360	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:	20	280	630	20	300	140	115	990	15	335	1360	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:	20	280	630	20	300	140	115	990	15	335	1360	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	280	630	20	300	140	115	990	15	335	1360	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	280	630	20	300	140	115	990	15	335	1360	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2778	72

Capacity Analysis Module:

Vol/Sat:	0.01	0.20	0.22	0.01	0.11	0.10	0.08	0.35	0.01	0.12	0.49	0.49
Crit Volume:	280	20	115	698								
Crit Moves:	***	***	***	***								

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	85	285	80	105	320	35	65	0	15	130	0	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:	85	285	80	105	320	35	65	0	15	130	0	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:	85	285	80	105	320	35	65	0	15	130	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	285	0	105	320	35	65	0	15	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	285	0	105	320	35	65	0	15	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	285	0	105	320	35	65	0	15	130	0	0

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	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2479	271	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	85			178	65		130			282		
Crit Moves:	****			****	****		****			****		

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.445  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	10	5	175	75	5	185	130	525	0	30	460	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:	10	5	175	75	5	185	130	525	0	30	460	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:	10	5	175	75	5	185	130	525	0	30	460	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:	10	5	175	75	5	185	130	525	0	30	460	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	175	75	5	185	130	525	0	30	460	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:	10	5	175	75	5	185	130	525	0	30	460	75

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	1.00	0.03	0.97	0.40	1.60	0.00	0.11	1.63	0.26
Final Sat.:	1500	42	1458	1500	39	1461	595	2405	0	159	2442	398

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.05	0.13	0.13	0.22	0.22	0.00	0.19	0.19	0.19
Crit Volume:	180	75		130			282					
Crit Moves:	****	****		****			****			****		

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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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: 41 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	620	5	10	615	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:	40	70	5	25	25	245	360	620	5	10	615	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:	40	70	5	25	25	245	360	620	5	10	615	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:	40	70	5	25	25	245	360	620	5	10	615	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	620	5	10	615	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	620	5	10	615	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.73	1.26	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1096	1888	15	45	2795	159

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.33	0.33	0.33	0.22	0.22	0.22
Crit Volume:	40			245	360	330						
Crit Moves:	****			****	****	****						

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 26 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	180	25	130	10	5	30	15	775	20	20	830	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:	180	25	130	10	5	30	15	775	20	20	830	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:	180	25	130	10	5	30	15	775	20	20	830	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:	180	25	130	10	5	30	15	775	20	20	830	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	25	130	10	5	30	15	775	20	20	830	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	25	130	10	5	30	15	775	20	20	830	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:	1.00	0.16	0.84	1.00	0.14	0.86	0.04	1.91	0.05	0.04	1.89	0.07
Final Sat.:	1500	242	1258	1500	214	1286	56	2870	74	68	2830	102

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.27	0.27	0.27	0.29	0.29	0.29
Crit Volume:	180			35	15	440						
Crit Moves:	****			****	****	****						

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 26 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	65	0	45	10	5	30	20	740	40	20	1070	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:	65	0	45	10	5	30	20	740	40	20	1070	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:	65	0	45	10	5	30	20	740	40	20	1070	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:	65	0	45	10	5	30	20	740	40	20	1070	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	740	40	20	1070	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:	65	0	45	10	5	30	20	740	40	20	1070	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.85	0.10	0.03	1.94	0.03
Final Sat.:	1500	273	1227	333	167	1000	75	2775	150	54	2905	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.27	0.27	0.27	0.37	0.37	0.37
Crit Volume:	65			45	20					553		
Crit Moves:	****			****	****					****		

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Intersection #19 Harry Bridges Blvd / King Ave  
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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: 59 Level Of Service: C

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	0 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	40	0	145	160	755	0	0	975	225
Growth Adj:	1.00	1.00	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	40	0	145	160	755	0	0	975	225
Added Vol:	0	0	0	0	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	40	0	145	160	755	0	0	975	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	40	0	145	160	755	0	0	975	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	755	0	0	975	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	40	0	145	160	755	0	0	975	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1950	450

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.31	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160			600				
Crit Moves:				****	****			****			****	

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.837  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 88 Level Of Service: D

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Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	565	0	520	50	475	0	5	1020	635
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	565	0	520	50	475	0	5	1020	635
Added Vol:	0	0	0	0	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	5	565	0	520	50	475	0	5	1020	635
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	565	0	0	50	475	0	5	1020	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	565	0	0	50	475	0	5	1020	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	565	0	0	50	475	0	5	1020	635

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.16	0.00	0.00	0.34	0.42
Crit Volume:		5	565			50					635	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 82 Level Of Service: C

\*\*\*\*\*

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	0	1				

Volume Module:

Base Vol:	0	0	0	300	0	200	215	1455	0	0	1060	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:	0	0	0	300	0	200	215	1455	0	0	1060	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:	0	0	0	300	0	200	215	1455	0	0	1060	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:	0	0	0	300	0	200	215	1455	0	0	1060	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	200	215	1455	0	0	1060	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:	0	0	0	300	0	200	215	1455	0	0	1060	255

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.42	0.58
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3446	829

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.14	0.15	0.51	0.00	0.00	0.31	0.31
Crit Volume:				300				728			0	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.528  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 165 0 0 70 0 1810 90 0 1315 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: 0 0 165 0 0 70 0 1810 90 0 1315 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: 0 0 165 0 0 70 0 1810 90 0 1315 160  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1810 90 0 1315 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1810 90 0 1315 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1810 90 0 1315 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.86 0.14 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3429 171 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.53 0.00 0.37 0.00  
 Crit Volume: 0 0 633 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.917  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 115 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 520 105 15 350 130 205 1705 5 115 1195 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  
 Initial Bse: 5 520 105 15 350 130 205 1705 5 115 1195 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: 5 520 105 15 350 130 205 1705 5 115 1195 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 520 105 15 350 130 205 1705 5 115 1195 140  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 520 105 15 350 130 205 1705 5 115 1195 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 520 105 15 350 130 205 1705 5 115 1195 140  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.07 0.01 0.11 0.08 0.13 0.53 0.00 0.07 0.37 0.09  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.869  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 115 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 40 70 320 220 105 25 25 1930 30 90 1320 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: 40 70 320 220 105 25 25 1930 30 90 1320 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: 40 70 320 220 105 25 25 1930 30 90 1320 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: 40 70 320 220 105 25 25 1930 30 90 1320 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 70 320 220 105 25 25 1930 30 90 1320 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: 40 70 320 220 105 25 25 1930 30 90 1320 195

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.61 0.39  
 Final Sat.: 582 1018 1600 1083 517 1600 1600 4727 73 1600 4182 618

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.41 0.41 0.06 0.32 0.32  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 30 35 195 15 115 160 930 0 5 760 525  
 Growth Adj: 1.00 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 30 35 195 15 115 160 930 0 5 760 525  
 Added Vol: 0 0 0 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 30 35 195 15 115 160 930 0 5 760 525  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 30 35 195 15 115 160 930 0 5 760 525  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 30 35 195 15 115 160 930 0 5 760 525  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 30 35 195 15 115 160 930 0 5 760 525  
 OvlAdjVol: 410

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.14 0.86 1.00 1.86 0.14 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 229 1371 1600 2971 229 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.07 0.10 0.29 0.00 0.00 0.24 0.33  
 OvlAdjV/S: 0.26  
 Crit Moves: \*\*\*\*

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# 2016 Plus Project AM Peak Hour

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Scenario: Scenario Report  
 2016 Project AM Peak

Command: 2016 Project AM Peak  
 Volume: 2016 Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2016 AM Peak - Proposed Project  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.515	A xxxxx	0.515	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.500	A xxxxx	0.500	+ 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  
\*\*\*\*\*

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

Volume Module:

Base Vol:	0	135	0	0	170	605	0	0	0	5	300	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:	0	135	0	0	170	605	0	0	0	5	300	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:	0	135	0	0	170	605	0	0	0	5	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	135	0	0	170	605	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	0	0	170	605	0	0	0	5	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	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	135	0	0	170	605	0	0	0	5	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:	0.00	0.04	0.00	0.00	0.05	0.21	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)

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*****
Intersection #2
*****
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
*****
Approach:         North Bound      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      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 0      175 0 0      135 200 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
Initial Bse:     0 0 0 0      175 0 0      135 200 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 0 0 0      175 0 0      135 200 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
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 0      175 0 0      135 200 0      0 0 0 0
Reduct Vol:     0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:    0 0 0 0      175 0 0      135 200 0      0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0      175 0 0      135 200 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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 0.05 0.00 0.00 0.05 0.06 0.00 0.00 0.00 0.00
Crit Moves:     ****          ****
*****
    
```

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:     Pier S Ave      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      Split Phase      Split Phase
Rights:          Include      Include          Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 55 0 0      0 0 115 115 0 0 0 0 0 430 235
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 55 0 0      0 0 115 115 0 0 0 0 0 430 235
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:     0 55 0 0      0 0 115 115 0 0 0 0 0 430 235
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 55 0 0      0 0 115 115 0 0 0 0 0 430 235
Reduct Vol:     0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 55 0 0      0 0 115 115 0 0 0 0 0 430 235
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 55 0 0      0 115 115 0 0 0 0 0 430 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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 0.90
Lanes:          0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:     0 3200 0 0      0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.02 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves:     ****          ****          ****
*****
    
```

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 115 0 0 55 220 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 0 115 0 0 55 220 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 0 115 0 0 55 220 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 0 115 0 0 55 220 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 115 0 0 55 220 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 0 115 0 0 55 220 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
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: 65 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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
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 0 0 3 0 1
Volume Module:
Base Vol: 345 0 425 0 0 0 0 2530 335 0 1965 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: 345 0 425 0 0 0 0 2530 335 0 1965 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: 345 0 425 0 0 0 0 2530 335 0 1965 25
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 345 0 0 0 0 0 0 2530 335 0 1965 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 0 0 0 0 0 0 2530 335 0 1965 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 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 345 0 0 0 0 0 0 2530 335 0 1965 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 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.46 0.00
Crit Volume: 173 0 843 0
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293  
 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 / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 215 35 0 255 0 0 0 0 0 405 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  
 Initial Bse: 0 215 35 0 255 0 0 0 0 0 405 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: 0 215 35 0 255 0 0 0 0 0 405 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 215 35 0 255 0 0 0 0 0 405 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 215 35 0 255 0 0 0 0 0 405 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 215 35 0 255 0 0 0 0 0 405 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: 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 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00  
 Crit Volume: 215 0 0 203  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
 Base Vol: 170 0 285 20 0 5 5 120 20 140 110 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: 170 0 285 20 0 5 5 120 20 140 110 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: 170 0 285 20 0 5 5 120 20 140 110 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 170 0 285 20 0 5 5 120 0 140 110 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 170 0 285 20 0 5 5 120 0 140 110 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 170 0 285 20 0 5 5 120 0 140 110 25

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.08 1.92 1.00 1.00 0.82 0.18  
 Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1309 291

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.00 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.09 0.08 0.09  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
Base Vol: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 260  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00  
Final Sat.: 1600 865 735 545 400 655 1600 4642 158 1600 4800 1600

Capacity Analysis Module:  
Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
Base Vol: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 325  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.32 0.68 1.00 3.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3708 1092 1600 4800 1600

Capacity Analysis Module:  
Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: B

Street Name: E I St - W 9th St 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:  
Base Vol: 165 45 10 165 40 45 75 825 110 20 1035 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: 165 45 10 165 40 45 75 825 110 20 1035 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: 165 45 10 165 40 45 75 825 110 20 1035 210  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 165 45 0 165 40 0 75 825 110 20 1035 210  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 165 45 0 165 40 0 75 825 110 20 1035 210  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 165 45 0 165 40 0 75 825 110 20 1035 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.10 0.01 0.00 0.10 0.01 0.00 0.05 0.19 0.19 0.01 0.32 0.13  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

Street Name: Farragut 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1

Volume Module:  
Base Vol: 0 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 15 0 70 50 1015 0 0 1270 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: 0 0 0 15 0 70 50 1015 0 0 1270 20

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.24 0.00 0.00 0.30 0.01  
Crit Volume: 0 15 50 423  
Crit Moves: \*\*\*\*

\*\*\*\*\*



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

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Intersection #12 Anaheim St / Henry Ford Ave  
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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: 45 Level Of Service: A

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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	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	105	145	35	140	190	40	5	935	260	55	1225	115
Growth Adj:	1.00	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	145	35	140	190	40	5	935	260	55	1225	115
Added Vol:	0	0	0	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	145	35	140	190	40	5	935	260	55	1225	115
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	145	35	140	190	40	5	935	0	55	1225	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	145	35	140	190	40	5	935	0	55	1225	115
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	145	35	140	190	40	5	935	0	55	1225	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.26	1.74	1.00	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1796	2480	1425	1425	3532	743	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.02	0.10	0.05	0.05	0.00	0.33	0.00	0.04	0.43	0.08
Crit Volume:	83	140		5	613							
Crit Moves:	****	****		****	****							

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Intersection #13 Anaheim St / Alameda St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.544  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 41 Level Of Service: A

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Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	25	110	435	10	205	120	145	765	35	420	935	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:	25	110	435	10	205	120	145	765	35	420	935	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:	25	110	435	10	205	120	145	765	35	420	935	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:	25	110	435	10	205	120	145	765	35	420	935	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	110	435	10	205	120	145	765	35	420	935	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	110	435	10	205	120	145	765	35	420	935	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2747	103

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.15	0.01	0.07	0.08	0.10	0.27	0.02	0.15	0.34	0.34
Crit Volume:	25	120	145									485
Crit Moves:	****	****	****									****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:

Base Vol:	135	200	100	180	280	35	85	10	145	50	5	40
Growth Adj:	1.00	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	200	100	180	280	35	85	10	145	50	5	40
Added Vol:	0	0	0	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	200	100	180	280	35	85	10	145	50	5	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	200	0	180	280	35	85	10	145	50	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	200	0	180	280	35	85	10	145	50	5	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	200	0	180	280	35	85	10	145	50	5	0

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	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	89	1286	1250	125	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.00	0.07	0.11	0.11	0.06	0.11	0.11	0.04	0.04	0.00
Crit Volume:	135			158			155		55			
Crit Moves:	****			****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	35	85	5	140	120	215	10	165	275	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	85	5	140	120	215	10	165	275	65
Added Vol:	0	0	0	0	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	35	85	5	140	120	215	10	165	275	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	85	5	140	120	215	10	165	275	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	85	5	140	120	215	10	165	275	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	35	85	5	140	120	215	10	165	275	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.03	0.97	0.69	1.25	0.06	0.65	1.09	0.26
Final Sat.:	1500	188	1313	1500	52	1448	1043	1870	87	980	1634	386

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.06	0.10	0.10	0.12	0.11	0.12	0.17	0.17	0.17
Crit Volume:	0			145		120				253		
Crit Moves:	****			****		****				****		

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.572  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	25	10	25	175	230	385	225	140	30	380	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:	25	25	10	25	175	230	385	225	140	30	380	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:	25	25	10	25	175	230	385	225	140	30	380	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	25	10	25	175	230	385	225	140	30	380	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	25	10	25	175	230	385	225	140	30	380	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	25	10	25	175	230	385	225	140	30	380	25

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:	0.84	0.83	0.33	0.12	0.88	1.00	1.00	0.63	0.37	0.14	1.75	0.11
Final Sat.:	1250	1250	500	174	1326	1500	1500	940	560	207	2621	172

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.13	0.15	0.26	0.24	0.25	0.15	0.14	0.15
Crit Volume:	25			230	385					218		
Crit Moves:	****			****	****					****		

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 24 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	125	10	25	15	20	15	20	655	115	35	570	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:	125	10	25	15	20	15	20	655	115	35	570	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:	125	10	25	15	20	15	20	655	115	35	570	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:	125	10	25	15	20	15	20	655	115	35	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	25	15	20	15	20	655	115	35	570	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:	125	10	25	15	20	15	20	655	115	35	570	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:	1.00	0.29	0.71	1.00	0.57	0.43	0.05	1.66	0.29	0.11	1.86	0.03
Final Sat.:	1500	429	1071	1500	857	643	76	2487	437	171	2780	49

Capacity Analysis Module:

Vol/Sat:	0.08	0.02	0.02	0.01	0.02	0.02	0.26	0.26	0.26	0.20	0.21	0.20
Crit Volume:	125					35			395	35		
Crit Moves:	****			****	****	****	****	****	****	****	****	****

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\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 21 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	815	5	20	610	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	0	25	20	5	20	5	815	5	20	610	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	0	25	20	5	20	5	815	5	20	610	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	0	25	20	5	20	5	815	5	20	610	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	815	5	20	610	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:	0	0	25	20	5	20	5	815	5	20	610	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	18	2964	18	94	2859	47

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.27	0.28	0.27	0.21	0.21	0.21
Crit Volume:		25	20				413		20			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
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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: 30 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	210	0	165	70	635	0	0	555	120
Growth Adj:	1.00	1.00	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	210	0	165	70	635	0	0	555	120
Added Vol:	0	0	0	0	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	210	0	165	70	635	0	0	555	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	210	0	165	70	635	0	0	555	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	165	70	635	0	0	555	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	210	0	165	70	635	0	0	555	120

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	1.00	0.12	0.88	1.00	2.00	0.00	1.00	1.64	0.36
Final Sat.:	0	1200	0	1200	144	1056	1200	2400	0	1200	1973	427

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.16	0.06	0.26	0.00	0.00	0.28	0.28
Crit Volume:		0		210		70		338				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 41 Level Of Service: B

\*\*\*\*\*

Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	0	0	0	505	0	250	40	295	0	0	320	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:	0	0	0	505	0	250	40	295	0	0	320	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:	0	0	0	505	0	250	40	295	0	0	320	430
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	505	0	0	40	295	0	0	320	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	505	0	0	40	295	0	0	320	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	505	0	0	40	295	0	0	320	430

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.00	0.03	0.10	0.00	0.00	0.11	0.29
Crit Volume:	0	505	0	40	295	0	430	320	0	430	320	430
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #21 PCH / Alameda St Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.552  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

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Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	110	0	230	210	730	0	0	905	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	110	0	230	210	730	0	0	905	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	110	0	230	210	730	0	0	905	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	110	0	230	210	730	0	0	905	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	230	210	730	0	0	905	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	110	0	230	210	730	0	0	905	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	2.61	0.39
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3720	555

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.16	0.15	0.26	0.00	0.00	0.24	0.24
Crit Volume:	0	230	210	347	0	347	347	347	0	0	347	347
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 34 Level Of Service: A

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Street Name:	Site Entrance			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Ignore	WideBypass	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	65	0	0	0	0	1040	0	0	1160	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	65	0	0	0	0	1040	0	0	1160	40
Added Vol:	0	0	0	0	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	65	0	0	0	0	1040	0	0	1160	40
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1040	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	1040	0	0	1160	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1040	0	0	1160	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0

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	0.32	0.00
Crit Volume:	0	0	0	0	0	0	0	387	0	0	387	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 63 Level Of Service: C

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Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	110	200	90	10	250	60	55	985	25	90	1310	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:	110	200	90	10	250	60	55	985	25	90	1310	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:	110	200	90	10	250	60	55	985	25	90	1310	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	200	90	10	250	60	55	985	25	90	1310	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	200	90	10	250	60	55	985	25	90	1310	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	200	90	10	250	60	55	985	25	90	1310	110

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.06	0.01	0.08	0.04	0.03	0.31	0.02	0.06	0.41	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1040 20 80 1620 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: 45 25 90 195 75 45 10 1040 20 80 1620 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: 45 25 90 195 75 45 10 1040 20 80 1620 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1040 20 80 1620 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1040 20 80 1620 85

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.85 0.15
Final Sat.: 1029 571 1600 1156 444 1600 1600 4709 91 1600 4561 239

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.36 0.36
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp 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: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 10 155 65 145 130 560 5 20 625 200
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 10 155 65 145 130 560 5 20 625 200
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 10 155 65 145 130 560 5 20 625 200
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 10 155 65 145 130 560 5 20 625 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 155 65 145 130 560 5 20 625 200
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 10 155 65 145 130 560 5 20 625 200
OvlAdjVol: 55

Saturation Flow Module:

Sat/Lane: 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: 0.25 1.25 0.50 1.41 0.59 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2255 945 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.09 0.08 0.17 0.00 0.01 0.20 0.13
OvlAdjV/S: 0.03
Crit Moves: \*\*\*\*

# 2016 Plus Project MD Peak Hour



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 Scenario Report  
 Scenario: 2016 Project MD Peak  
 Command: 2016 Project MD Peak  
 Volume: 2016 Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.369	A	xxxxx 0.369	+ 0.000 V/C
# 2	A	xxxxx 0.278	A	xxxxx 0.278	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 4	A	xxxxx 0.311	A	xxxxx 0.311	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.388	A	xxxxx 0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.675	B	xxxxx 0.675	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.666	B	xxxxx 0.666	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.491	A	xxxxx 0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.265	A	xxxxx 0.265	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.302	A	xxxxx 0.302	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.232	A	xxxxx 0.232	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.402	A	xxxxx 0.402	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.457	A	xxxxx 0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.487	A	xxxxx 0.487	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.407	A	xxxxx 0.407	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.635	B	xxxxx 0.635	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	220	0	0	135	400	0	0	0	10	255	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	0	0	135	400	0	0	0	10	255	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	0	0	135	400	0	0	0	10	255	65
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:	0	220	0	0	135	400	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	220	0	0	135	400	0	0	0	10	255	0
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
Final Volume:	0	220	0	0	135	400	0	0	0	10	255	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	0.04	0.14	0.00	0.00	0.00	0.01	0.08	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  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.278
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	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	220	430	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	220	430	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	220	430	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	220	430	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	220	430	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	220	430	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	0.08	0.13	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.305
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

\*\*\*\*\*

Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	45	0	0	225	120	0	0	0	0	415	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	0	225	120	0	0	0	0	415	225
Added Vol:	0	0	0	0	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	0	0	225	120	0	0	0	0	415	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	0	225	120	0	0	0	0	415	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	0	225	120	0	0	0	0	415	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	0	225	120	0	0	0	0	415	225

Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00	0.13	0.08
Crit Moves:	****				****						****	

\*\*\*\*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.311  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 225 0 0 45 425 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  
 Initial Bse: 0 0 0 0 225 0 0 45 425 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 0 225 0 0 45 425 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 225 0 0 45 425 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 0 225 0 0 45 425 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  
 MLF Adj: 1.00 1.00 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 0 225 0 0 45 425 0 0 0 0 0  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 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: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.03 0.13 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
 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 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: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Ignore  
 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 0 0 3 0 1  
 Volume Module:  
 Base Vol: 285 0 285 0 0 0 0 0 1160 5 0 1255 45  
 Growth Adj: 1.00 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 0 285 0 0 0 0 0 1160 5 0 1255 45  
 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: 285 0 285 0 0 0 0 0 1160 5 0 1255 45  
 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 0.00  
 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 0.00  
 PHF Volume: 285 0 0 0 0 0 0 0 1160 5 0 1255 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 285 0 0 0 0 0 0 0 1160 5 0 1255 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 0.00  
 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 0.00  
 FinalVolume: 285 0 0 0 0 0 0 0 1160 5 0 1255 0  
 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: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.29 0.00  
 Crit Volume: 143 0 0 0 0 0 0 0 418  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave			Harbor Fwy Ramp		
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	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0

Volume Module:

Base Vol:	0	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	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	0.25	0.19	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350			5						197		
Crit Moves:	****			****						****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th 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	L - T - R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Ignore		Include
Min. Green:	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0

Volume Module:

Base Vol:	105	0	155	25	0	5	5	160	5	225	140	90
Growth Adj:	1.00	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	0	155	25	0	5	5	160	5	225	140	90
Added Vol:	0	0	0	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	0	155	25	0	5	5	160	5	225	140	90
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	0	155	25	0	5	5	160	0	225	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	155	25	0	5	5	160	0	225	140	90
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	0	155	25	0	5	5	160	0	225	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.06	1.94	1.00	0.99	0.61	0.40
Final Sat.:	2880	1600	1600	1600	1600	1600	97	3103	1600	1582	985	633

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.10	0.02	0.00	0.00	0.05	0.05	0.00	0.14	0.14	0.14
Crit Moves:	****		****	****			****	****		****		****

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Anaheim St / Harbor Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Anaheim St / Santa Fe Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Santa Fe Ave and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

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

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #11 Anaheim St / Farragut 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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

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

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666  
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	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
Lanes:	1	1	1	0	2	0

Volume Module:  
Base Vol: 205 190 105 200 260 75 90 920 200 105 1055 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: 205 190 105 200 260 75 90 920 200 105 1055 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: 205 190 105 200 260 75 90 920 200 105 1055 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 1.00 1.00 1.00 1.00  
PHF Volume: 205 190 105 200 260 75 90 920 0 105 1055 190  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 190 105 200 260 75 90 920 0 105 1055 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 0.00 1.00 1.00 1.00  
FinalVolume: 205 190 105 200 260 75 90 920 0 105 1055 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: 1.56 1.44 1.00 1.00 2.33 0.67 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2219 2056 1425 1425 3318 957 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.09 0.09 0.07 0.14 0.08 0.08 0.06 0.32 0.00 0.07 0.37 0.13  
Crit Volume: 132 200 90 528  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 37 Level Of Service: A  
\*\*\*\*\*

Street Name:	Alameda St			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	L - T - R
Control:	Permitted		Permitted	Protected		Protected
Rights:	Ovl		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0

Volume Module:  
Base Vol: 10 60 370 5 65 115 85 780 20 255 965 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: 10 60 370 5 65 115 85 780 20 255 965 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: 10 60 370 5 65 115 85 780 20 255 965 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: 10 60 370 5 65 115 85 780 20 255 965 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 60 370 5 65 115 85 780 20 255 965 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: 10 60 370 5 65 115 85 780 20 255 965 15

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2806 44

Capacity Analysis Module:  
Vol/Sat: 0.01 0.04 0.13 0.00 0.02 0.08 0.06 0.27 0.01 0.09 0.34 0.34  
Crit Volume: 10 115 85 490  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	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:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	370	0	30	280	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	10	130	10	10	30	65	370	0	30	280	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	10	130	10	10	30	65	370	0	30	280	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	10	130	10	10	30	65	370	0	30	280	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	370	0	30	280	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	370	0	30	280	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.30	1.70	0.00	0.17	1.65	0.18
Final Sat.:	1500	107	1393	1500	375	1125	448	2552	0	265	2471	265

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.14	0.00	0.11	0.11	0.11
Crit Volume:			140	10			217			30		
Crit Moves:			****	****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 35 10 10 100 120 170 370 30 15 320 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 35 10 10 100 120 170 370 30 15 320 30  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.71 1.00 0.29 0.09 0.91 1.00 0.60 1.30 0.10 0.08 1.76 0.16  
 Final Sat.: 1071 1500 429 130 1370 1500 895 1947 158 123 2630 247  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.08 0.07 0.08 0.19 0.19 0.19 0.12 0.12 0.12  
 Crit Volume: 25 120 170 183  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 21 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 155 20 60 5 10 25 20 380 45 15 460 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: 155 20 60 5 10 25 20 380 45 15 460 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: 155 20 60 5 10 25 20 380 45 15 460 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: 155 20 60 5 10 25 20 380 45 15 460 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 155 20 60 5 10 25 20 380 45 15 460 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: 155 20 60 5 10 25 20 380 45 15 460 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.25 0.75 1.00 0.29 0.71 0.09 1.71 0.20 0.06 1.90 0.04  
 Final Sat.: 1500 375 1125 1500 429 1071 135 2562 303 93 2845 62  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.05 0.05 0.00 0.02 0.02 0.15 0.15 0.15 0.16 0.16 0.16  
 Crit Volume: 155 35 20 243  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 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: 19 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.89 0.04 0.05 1.90 0.05  
 Final Sat.: 0 1500 1500 643 214 643 109 2836 55 76 2849 76  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.18 0.18 0.18 0.20 0.20 0.20  
 Crit Volume: 15 15 20 298  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 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: 24 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 0 1 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 15 0 105 75 635 0 0 580 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: 0 0 0 15 0 105 75 635 0 0 580 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: 0 0 0 15 0 105 75 635 0 0 580 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 15 0 105 75 635 0 0 580 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 15 0 105 75 635 0 0 580 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 105 75 635 0 0 580 25  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08  
 Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2301 99  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.26 0.00 0.00 0.25 0.25  
 Crit Volume: 0 105 75 303  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted						
Rights:	Include		Ignore		Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	1	0	1	0	1	0	1	0	1	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 325 0 305 45 250 0 0 340 315  
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: 0 0 0 325 0 305 45 250 0 0 340 315  
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: 0 0 0 325 0 305 45 250 0 0 340 315  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 325 0 0 45 250 0 0 340 315  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 325 0 0 45 250 0 0 340 315  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 325 0 0 45 250 0 0 340 315

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.03 0.08 0.00 0.00 0.11 0.21  
Crit Volume: 0 325 45 315  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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 Ramp				PCH													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	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 70 0 95 195 1195 0 0 1080 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: 0 0 0 70 0 95 195 1195 0 0 1080 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: 0 0 0 70 0 95 195 1195 0 0 1080 130  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 70 0 95 195 1195 0 0 1080 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 95 195 1195 0 0 1080 130  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 0 95 195 1195 0 0 1080 130

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.68 0.32  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3816 459

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.07 0.14 0.42 0.00 0.00 0.28 0.28  
Crit Volume: 0 95 195 403  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance				Pacific Coast Hwy													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected		Protected		Protected							
Rights:	Ignore		Ignore		WideBypass		Ignore		Ignore		Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 145 0 0 5 0 1460 5 0 1370 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: 0 0 145 0 0 5 0 1460 5 0 1370 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: 0 0 145 0 0 5 0 1460 5 0 1370 150  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1460 5 0 1370 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1460 5 0 1370 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1460 5 0 1370 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.99 0.01 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3588 12 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.38 0.00  
Crit Volume: 0 488 0  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
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		Protected		Protected				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.07 0.01 0.08 0.05 0.06 0.35 0.01 0.00 0.33 0.08  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #24 Pacific Coast Hwy / Harbor Ave
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Pacific Coast Hwy.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #25 Sepulveda Blvd / Alameda St Ramp
\*\*\*\*\*

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Alameda St Ramp and Sepulveda Blvd.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table showing Vol/Sat and Crit Moves.

# 2016 Plus Project PM Peak Hour

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Scenario: Scenario Report  
 2016 Project PM Peak

Command: 2016 Project PM Peak  
 Volume: 2016 Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 2	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.824	D xxxxx	0.824	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.682	B xxxxx	0.682	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.752	C xxxxx	0.752	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.830	D xxxxx	0.830	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.507	A xxxxx	0.507	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.885	D xxxxx	0.885	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.850	D xxxxx	0.850	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.537	A xxxxx	0.537	+ 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  
\*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	570	0	0	205	685	0	0	0	20	245	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	570	0	0	205	685	0	0	0	20	245	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	570	0	0	205	685	0	0	0	20	245	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	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	570	0	0	205	685	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	0	0	205	685	0	0	0	20	245	0
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	570	0	0	205	685	0	0	0	20	245	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	0.06	0.24	0.00	0.00	0.00	0.01	0.08	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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.370
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    27          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          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 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 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 225 0 0 575 375 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
Initial Bse:     0 0 0 225 0 0 575 375 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 0 0 225 0 0 575 375 0 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 225 0 0 575 375 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 225 0 0 575 375 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 225 0 0 575 375 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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 0.07 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

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.375
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:     Pier S Ave          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       Split Phase     Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 2 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 430 0 0 0 250 170 0 0 0 0 0 450 275
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:     0 430 0 0 0 250 170 0 0 0 0 0 450 275
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:     0 430 0 0 0 250 170 0 0 0 0 0 450 275
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:     0 430 0 0 0 250 170 0 0 0 0 0 450 275
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 430 0 0 0 250 170 0 0 0 0 0 450 275
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:    0 430 0 0 0 250 170 0 0 0 0 0 450 275
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 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 1.00
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.13 0.00 0.00 0.08 0.11 0.00 0.00 0.00 0.00 0.14 0.10
Crit Moves:    ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.456
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 250 0 0 430 700 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
Initial Bse:     0 0 0 250 0 0 430 700 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 0 0 250 0 0 430 700 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 250 0 0 430 700 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 250 0 0 430 700 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 250 0 0 430 700 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.824
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    106         Level Of Service:      D
*****
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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore         Include         Owl             Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         675 0 920 0 0 0 0 2510 340 0 2300 90
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     675 0 920 0 0 0 0 2510 340 0 2300 90
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:     675 0 920 0 0 0 0 2510 340 0 2300 90
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      675 0 0 0 0 0 0 2510 340 0 2300 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     675 0 0 0 0 0 0 2510 340 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     675 0 0 0 0 0 0 2510 340 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 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.54 0.00
Crit Volume:     338          0          837          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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 0.36 0.22 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 515 0 0 0 123  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	
Lanes:	2	0	1	0	1	0	1	0	1

Volume Module:  
Base Vol: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 0 410 260 200  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 0 190 65 0 10 35 190 0 410 260 200  
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: 125 0 190 65 0 10 35 190 0 410 260 200

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.31 1.69 1.00 0.94 0.60 0.46  
Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1508 956 736

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.12 0.04 0.00 0.01 0.07 0.07 0.00 0.27 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #8 Anaheim St / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 67 Level Of Service: C

Street Name: Harbor 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:	Permitted			Protected			Protected					
Rights:	Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	85	80	135	185	45	180	35	1535	35	40	1330	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:	85	80	135	185	45	180	35	1535	35	40	1330	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:	85	80	135	185	45	180	35	1535	35	40	1330	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:	85	80	135	185	45	180	35	1535	35	40	1330	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	80	135	185	45	180	35	1535	35	40	1330	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:	85	80	135	185	45	180	35	1535	35	40	1330	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:	1.00	0.37	0.63	0.45	0.11	0.44	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	595	1005	722	176	702	1600	4693	107	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.13	0.13	0.12	0.26	0.26	0.02	0.33	0.33	0.03	0.28	0.12
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #9 Anaheim St / Santa Fe Ave  
\*\*\*\*\*

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

Volume Module:

Base Vol:	25	280	115	400	275	130	70	1350	10	50	1200	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:	25	280	115	400	275	130	70	1350	10	50	1200	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:	25	280	115	400	275	130	70	1350	10	50	1200	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:	25	280	115	400	275	130	70	1350	10	50	1200	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	280	115	400	275	130	70	1350	10	50	1200	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:	25	280	115	400	275	130	70	1350	10	50	1200	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4765	35	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.07	0.25	0.09	0.08	0.04	0.28	0.28	0.03	0.25	0.22
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 325 195 30 170 155 60 90 1255 395 20 1160 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: 325 195 30 170 155 60 90 1255 395 20 1160 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: 325 195 30 170 155 60 90 1255 395 20 1160 195  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 325 195 0 170 155 0 90 1255 395 20 1160 195  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 325 195 0 170 155 0 90 1255 395 20 1160 195  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 325 195 0 170 155 0 90 1255 395 20 1160 195

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.20 0.06 0.00 0.11 0.05 0.00 0.06 0.34 0.34 0.01 0.36 0.12  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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

Street Name: Farragut 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:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60  
Growth Adj: 1.00 1.00 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 70 0 390 140 1605 0 0 1585 60  
Added Vol: 0 0 0 0 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 70 0 390 140 1605 0 0 1585 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 70 0 390 140 1605 0 0 1585 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 0 390 140 1605 0 0 1585 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.38 0.00 0.00 0.37 0.04  
Crit Volume: 0 390 0 528  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 174 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	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: 255 360 190 225 185 50 90 1410 215 90 1505 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: 255 360 190 225 185 50 90 1410 215 90 1505 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: 255 360 190 225 185 50 90 1410 215 90 1505 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 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 255 360 190 225 185 50 90 1410 215 90 1505 160  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 255 360 190 225 185 50 90 1410 215 90 1505 160  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 255 360 190 225 185 50 90 1410 215 90 1505 160

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.24 1.76 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1773 2502 1425 1425 3365 910 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.14 0.14 0.13 0.16 0.05 0.05 0.06 0.49 0.00 0.06 0.53 0.11  
Crit Volume: 205 225 90 753  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 195 665 20 245 110 110 985 15 365 1360 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 195 665 20 245 110 110 985 15 365 1360 35

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.23 0.01 0.09 0.08 0.08 0.35 0.01 0.13 0.49 0.49  
Crit Volume: 195 20 110 698  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:  
Base Vol: 85 280 80 100 315 35 65 0 15 130 0 310  
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: 85 280 80 100 315 35 65 0 15 130 0 310  
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: 85 280 80 100 315 35 65 0 15 130 0 310  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 85 280 0 100 315 35 65 0 15 130 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 280 0 100 315 35 65 0 15 130 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 85 280 0 100 315 35 65 0 15 130 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2475 275 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.10 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.09 0.00 0.00  
Crit Volume: 85 175 65 130  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
Base Vol: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 75  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 75

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.03 0.97 1.00 0.03 0.97 0.43 1.57 0.00 0.11 1.62 0.27  
Final Sat.: 1500 42 1458 1500 39 1461 639 2361 0 164 2427 409

Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.12 0.05 0.13 0.13 0.20 0.20 0.00 0.18 0.18 0.18  
Crit Volume: 180 75 130 275  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 41 Level Of Service: B

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	575	5	10	600	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	575	5	10	600	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.77	1.22	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1149	1835	16	47	2791	163

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.31	0.31	0.31	0.21	0.22	0.21
Crit Volume:	40			245	360					323		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	125	10	5	30	15	735	20	15	820	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	125	10	5	30	15	735	20	15	820	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:	1.00	0.17	0.83	1.00	0.14	0.86	0.04	1.91	0.05	0.03	1.90	0.07
Final Sat.:	1500	250	1250	1500	214	1286	58	2864	78	52	2844	104

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:	175			35	15					433		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.84	0.11	0.04	1.93	0.03
Final Sat.:	1500	273	1227	333	167	1000	79	2763	158	55	2904	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.25	0.25	0.25	0.37	0.36	0.37
Crit Volume:	65			45	20							548
Crit Moves:	****			****	****							****

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: C

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	0 1 0 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	40	0	145	160	715	0	0	970	225
Growth Adj:	1.00	1.00	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	40	0	145	160	715	0	0	970	225
Added Vol:	0	0	0	0	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	40	0	145	160	715	0	0	970	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	40	0	145	160	715	0	0	970	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	715	0	0	970	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	40	0	145	160	715	0	0	970	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1948	452

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.30	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160						598	
Crit Moves:				****	****						****	

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 85 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 565 0 520 50 440 0 0 1020 630  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 565 0 520 50 440 0 0 1020 630  
Added Vol: 0 0 0 0 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 0 565 0 520 50 440 0 0 1020 630  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 565 0 0 50 440 0 0 1020 630  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 565 0 0 50 440 0 0 1020 630  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 565 0 0 50 440 0 0 1020 630

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.15 0.00 0.00 0.34 0.42  
Crit Volume: 0 565 50 630  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 220  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 220

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 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 3537 738

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.14 0.15 0.51 0.00 0.00 0.30 0.30  
Crit Volume: 0 225 730 0  
Crit Moves: \*\*\*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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		Ignore		WideBypass		Ignore						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	1	0	0	2	1	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 75 0 0 0 0 1825 0 0 1340 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: 0 0 75 0 0 0 0 1825 0 0 1340 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: 0 0 75 0 0 0 0 1825 0 0 1340 85  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1825 0 0 1340 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1825 0 0 1340 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1825 0 0 1340 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.51 0.00 0.00 0.37 0.00  
Crit Volume: 0 0 608 0  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 101 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 140  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 140

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.16 0.07 0.01 0.11 0.08 0.13 0.50 0.00 0.07 0.36 0.09  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.850  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 105 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	40	70	320	220	105	25	25	1840	30	90	1275	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:	40	70	320	220	105	25	25	1840	30	90	1275	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:	40	70	320	220	105	25	25	1840	30	90	1275	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:	40	70	320	220	105	25	25	1840	30	90	1275	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	320	220	105	25	25	1840	30	90	1275	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:	40	70	320	220	105	25	25	1840	30	90	1275	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:	0.36	0.64	1.00	0.68	0.32	1.00	1.00	2.95	0.05	1.00	2.60	0.40
Final Sat.:	582	1018	1600	1083	517	1600	1600	4723	77	1600	4163	637

Capacity Analysis Module:

Vol/Sat:	0.03	0.07	0.20	0.14	0.20	0.02	0.02	0.39	0.39	0.06	0.31	0.31
Crit Moves:	****	****		****	****		****	****		****	****	

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Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	30	35	110	15	115	160	905	0	5	715	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	30	35	110	15	115	160	905	0	5	715	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	30	35	110	15	115	160	905	0	5	715	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	30	35	110	15	115	160	905	0	5	715	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	35	110	15	115	160	905	0	5	715	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	30	35	110	15	115	160	905	0	5	715	390
OvlAdjVol:												275

Saturation Flow Module:

Sat/Lane:	1600	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:	0.14	0.86	1.00	1.76	0.24	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	229	1371	1600	2816	384	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.07	0.10	0.28	0.00	0.00	0.22	0.24
OvlAdjV/S:												0.17
Crit Moves:	****			****	****		****	****		****		

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## 2016 Plus Alternative 1: No Project AM Peak Hour

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 Port of Los Angeles  
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 Year 2016 AM Peak - No Project W ICTF  
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Scenario: Scenario Report  
 2016 No Project AM Peak

Command: 2016 No Project W ICTF AM Peak  
 Volume: 2016 No Project W ICTF AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2016 AM Peak - No Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 4	A xxxxx	0.207	A xxxxx	0.207	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.634	B xxxxx	0.634	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.654	B xxxxx	0.654	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.596	A xxxxx	0.596	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.418	A xxxxx	0.418	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.566	A xxxxx	0.566	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.319	A xxxxx	0.319	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.757	C xxxxx	0.757	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.643	B xxxxx	0.643	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C

Port of Los Angeles  
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 Year 2016 AM Peak - No Project W ICTF

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452  
 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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	130	0	0	170	600	0	0	0	5	300	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:	0	130	0	0	170	600	0	0	0	5	300	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:	0	130	0	0	170	600	0	0	0	5	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	0	0	170	600	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	0	170	600	0	0	0	5	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	1.00
MLF Adj:	1.00	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	0	0	170	600	0	0	0	5	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:	0.00	0.04	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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Port of Los Angeles  
 SCIG  
 Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #2
*****
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
*****
Approach:      North Bound      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 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 0 175 0 0 130 200 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
Initial Bse:    0 0 0 175 0 0 130 200 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 0 0 175 0 0 130 200 0 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 175 0 0 130 200 0 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 175 0 0 130 200 0 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 175 0 0 130 200 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0.05 0.00 0.00 0.05 0.06 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

Port of Los Angeles  
 SCIG  
 Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.305
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 55 0 0 0 115 115 0 0 0 0 425 235
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 55 0 0 0 115 115 0 0 0 0 425 235
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 55 0 0 0 115 115 0 0 0 0 425 235
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 55 0 0 0 115 115 0 0 0 0 425 235
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 55 0 0 0 115 115 0 0 0 0 425 235
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 55 0 0 0 115 115 0 0 0 0 425 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 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 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.02 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves:    ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 115 0 0 55 215 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 0 115 0 0 55 215 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 0 115 0 0 55 215 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 0 115 0 0 55 215 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 115 0 0 55 215 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 0 115 0 0 55 215 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 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 #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
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 0 0 3 0 1
Volume Module:
Base Vol: 345 0 430 0 0 0 0 2535 350 0 1965 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: 345 0 430 0 0 0 0 2535 350 0 1965 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: 345 0 430 0 0 0 0 2535 350 0 1965 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 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 345 0 0 0 0 0 0 2535 350 0 1965 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 345 0 0 0 0 0 0 2535 350 0 1965 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 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 345 0 0 0 0 0 0 2535 350 0 1965 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 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.46 0.00
Crit Volume: 173 0 845 0
Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0
Volume Module:
Base Vol: 0 215 35 0 260 0 0 0 0 0 405 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
Initial Bse: 0 215 35 0 260 0 0 0 0 0 405 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: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 215 35 0 260 0 0 0 0 0 405 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 215 35 0 260 0 0 0 0 0 405 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: 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 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 215 0 0 203
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A
\*\*\*\*\*
Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0
Volume Module:
Base Vol: 170 10 290 20 5 5 5 120 25 155 110 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: 170 10 290 20 5 5 5 120 25 155 110 25
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: 170 10 290 20 5 5 5 120 25 155 110 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 10 290 20 5 5 5 120 0 155 110 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 10 290 20 5 5 5 120 0 155 110 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 10 290 20 5 5 5 120 0 155 110 25
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.08 1.92 1.00 1.00 0.83 0.17
Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1324 276
Capacity Analysis Module:
Vol/Sat: 0.06 0.01 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.10 0.08 0.09
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 100 100 85 75 55 90 35 730 25 35 1400 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: 100 100 85 75 55 90 35 730 25 35 1400 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: 100 100 85 75 55 90 35 730 25 35 1400 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: 100 100 85 75 55 90 35 730 25 35 1400 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 100 85 75 55 90 35 730 25 35 1400 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: 100 100 85 75 55 90 35 730 25 35 1400 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: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 865 735 545 400 655 1600 4641 159 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 50 305 40 190 210 110 35 725 220 45 1145 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: 50 305 40 190 210 110 35 725 220 45 1145 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: 50 305 40 190 210 110 35 725 220 45 1145 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: 50 305 40 190 210 110 35 725 220 45 1145 325
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 305 40 190 210 110 35 725 220 45 1145 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: 50 305 40 190 210 110 35 725 220 45 1145 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.30 0.70 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3683 1117 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A

Street Name: E I St - W 9th St 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	2

Volume Module:  
 Base Vol: 165 50 10 165 55 15 45 825 110 20 1035 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: 165 50 10 165 55 15 45 825 110 20 1035 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: 165 50 10 165 55 15 45 825 110 20 1035 235  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 50 0 165 55 0 45 825 110 20 1035 235  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 165 50 0 165 55 0 45 825 110 20 1035 235  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 165 50 0 165 55 0 45 825 110 20 1035 235

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.02 0.00 0.10 0.02 0.00 0.03 0.19 0.19 0.01 0.32 0.15  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	3

Volume Module:  
 Base Vol: 0 0 0 15 0 70 50 985 0 0 1245 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 0 0 15 0 70 50 985 0 0 1245 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 0 0 15 0 70 50 985 0 0 1245 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 0 0 15 0 70 50 985 0 0 1245 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 15 0 70 50 985 0 0 1245 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: 0 0 0 15 0 70 50 985 0 0 1245 20

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.23 0.00 0.00 0.29 0.01  
 Crit Volume: 0 15 50 415  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.603  
 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 1 0 2 1 0 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 105 155 35 140 195 40 35 905 260 55 1195 115  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 105 155 35 140 195 40 35 905 260 55 1195 115  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 105 155 35 140 195 40 35 905 260 55 1195 115  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 105 155 35 140 195 40 35 905 0 55 1195 115  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 155 35 140 195 40 35 905 0 55 1195 115  
 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: 105 155 35 140 195 40 35 905 0 55 1195 115  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.21 1.79 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1726 2549 1425 1425 3547 728 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.06 0.02 0.10 0.05 0.05 0.02 0.32 0.00 0.04 0.42 0.08  
 Crit Volume: 87 140 35 598  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.596  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 25 200 420 10 275 125 155 775 35 390 935 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: 25 200 420 10 275 125 155 775 35 390 935 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: 25 200 420 10 275 125 155 775 35 390 935 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: 25 200 420 10 275 125 155 775 35 390 935 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 200 420 10 275 125 155 775 35 390 935 35  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 200 420 10 275 125 155 775 35 390 935 35  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2747 103  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.14 0.15 0.01 0.10 0.09 0.11 0.27 0.02 0.14 0.34 0.34  
 Crit Volume: 200 10 155 485  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
 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 0 1  
 -----  
 Volume Module:  
 Base Vol: 135 200 100 185 285 35 85 10 145 50 5 45  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 135 200 100 185 285 35 85 10 145 50 5 45  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 135 200 100 185 285 35 85 10 145 50 5 45  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 135 200 0 185 285 35 85 10 145 50 5 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 135 200 0 185 285 35 85 10 145 50 5 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 135 200 0 185 285 35 85 10 145 50 5 0  
 -----  
 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 0.06 0.94 0.91 0.09 1.00  
 Final Sat.: 1375 2750 1375 2750 2449 301 1375 89 1286 1250 125 1375  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.07 0.00 0.07 0.12 0.12 0.06 0.11 0.11 0.04 0.04 0.00  
 Crit Volume: 135 160 155 55  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Broad Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 35 85 5 140 120 290 10 165 315 65  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 5 35 85 5 140 120 290 10 165 315 65  
 Added Vol: 0 0 0 0 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 35 85 5 140 120 290 10 165 315 65  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 5 35 85 5 140 120 290 10 165 315 65  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 35 85 5 140 120 290 10 165 315 65  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 35 85 5 140 120 290 10 165 315 65  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.12 0.88 1.00 0.03 0.97 0.57 1.38 0.05 0.60 1.16 0.24  
 Final Sat.: 1500 188 1313 1500 52 1448 857 2071 71 908 1734 358  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.03 0.03 0.06 0.10 0.10 0.14 0.14 0.14 0.18 0.18 0.18  
 Crit Volume: 0 145 120 273  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.585  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 25 25 10 25 175 230 385 300 140 30 420 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: 25 25 10 25 175 230 385 300 140 30 420 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: 25 25 10 25 175 230 385 300 140 30 420 25  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 25 10 25 175 230 385 300 140 30 420 25  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 25 25 10 25 175 230 385 300 140 30 420 25  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 25 25 10 25 175 230 385 300 140 30 420 25  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.84 0.83 0.33 0.12 0.88 1.00 0.93 0.73 0.34 0.13 1.77 0.10  
Final Sat.: 1250 1250 500 174 1326 1500 1400 1091 509 189 2653 158  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.02 0.02 0.02 0.14 0.13 0.15 0.28 0.28 0.27 0.16 0.16 0.16  
Crit Volume: 25 230 385 237  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries 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: 25 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 125 10 30 15 20 15 20 720 115 40 605 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: 125 10 30 15 20 15 20 720 115 40 605 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: 125 10 30 15 20 15 20 720 115 40 605 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: 125 10 30 15 20 15 20 720 115 40 605 10  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 10 30 15 20 15 20 720 115 40 605 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: 125 10 30 15 20 15 20 720 115 40 605 10  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.25 0.75 1.00 0.57 0.43 0.05 1.68 0.27 0.12 1.85 0.03  
Final Sat.: 1500 375 1125 1500 857 643 70 2526 404 183 2771 46  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.08 0.03 0.03 0.01 0.02 0.02 0.28 0.28 0.29 0.22 0.22 0.22  
Crit Volume: 125 35 428 40  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*



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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 22 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	880	5	20	645	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	0	25	20	5	20	5	880	5	20	645	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	0	25	20	5	20	5	880	5	20	645	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	0	25	20	5	20	5	880	5	20	645	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	880	5	20	645	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:	0	0	25	20	5	20	5	880	5	20	645	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	17	2966	17	89	2867	44

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.30	0.30	0.30	0.22	0.22	0.23
Crit Volume:			25	20					445	20		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King 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: 31 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	210	0	165	70	700	0	0	590	120
Growth Adj:	1.00	1.00	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	210	0	165	70	700	0	0	590	120
Added Vol:	0	0	0	0	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	210	0	165	70	700	0	0	590	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	210	0	165	70	700	0	0	590	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	165	70	700	0	0	590	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	210	0	165	70	700	0	0	590	120

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	1.00	0.12	0.88	1.00	2.00	0.00	1.00	1.66	0.34
Final Sat.:	0	1200	0	1200	144	1056	1200	2400	0	1200	1994	406

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.16	0.06	0.29	0.00	0.00	0.30	0.30
Crit Volume:				210			70				355	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 41 Level Of Service: B

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Street Name:	Figueroa St				Harry Bridges Blvd							
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		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	505	0	250	40	355	0	5	350	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:	0	0	0	505	0	250	40	355	0	5	350	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:	0	0	0	505	0	250	40	355	0	5	350	430
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	505	0	0	40	355	0	5	350	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	505	0	0	40	355	0	5	350	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	505	0	0	40	355	0	5	350	430

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.00	0.03	0.12	0.00	0.00	0.12	0.29
Crit Volume:	0			505			40				430	
Crit Moves:				****			****				****	

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

\*\*\*\*\*

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	215	0	230	210	730	0	0	900	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	215	0	230	210	730	0	0	900	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	215	0	230	210	730	0	0	900	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	215	0	230	210	730	0	0	900	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	230	210	730	0	0	900	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	215	0	230	210	730	0	0	900	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	2.45	0.55
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3498	777

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.15	0.26	0.00	0.00	0.26	0.26
Crit Volume:	0					230	210				367	
Crit Moves:				****		****	****				****	

\*\*\*\*\*

Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #22 Pacific Coast Hwy / Site Entrance
Cycle (sec): 100 Critical Vol./Cap.(X): 0.319
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Street Name: Site Entrance Pacific Coast Hwy
Approach: North Bound South 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 Ignore WideBypass Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0
Volume Module:
Base Vol: 0 0 100 0 0 65 0 1015 130 0 1150 245
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 100 0 0 65 0 1015 130 0 1150 245
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 100 0 0 65 0 1015 130 0 1150 245
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 0 0 0 0 1015 130 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 1015 130 0 1150 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 0 0 0 0 0 1015 130 0 1150 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.66 0.34 0.00 3.00 0.00
Final Sat.: 0 0 1200 0 0 1200 0 3191 409 0 3600 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.32 0.32 0.00 0.32 0.00
Crit Volume: 0 0 0 0 0 0 0 383
Crit Moves: \*\*\*\*
\*\*\*\*\*

Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #23 Pacific Coast Hwy / Santa Fe Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C
Street Name: Santa Fe Ave Pacific Coast Hwy
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: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 110 200 90 10 250 60 55 1010 25 90 1395 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: 110 200 90 10 250 60 55 1010 25 90 1395 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: 110 200 90 10 250 60 55 1010 25 90 1395 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 200 90 10 250 60 55 1010 25 90 1395 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 200 90 10 250 60 55 1010 25 90 1395 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 200 90 10 250 60 55 1010 25 90 1395 110
Saturation Flow Module:
Sat/Lane: 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.07 0.06 0.06 0.01 0.08 0.04 0.03 0.32 0.02 0.06 0.44 0.07
Crit Moves: \*\*\*\*
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Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1060 20 80 1705 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: 45 25 90 195 75 45 10 1060 20 80 1705 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: 45 25 90 195 75 45 10 1060 20 80 1705 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1060 20 80 1705 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1060 20 80 1705 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1060 20 80 1705 85

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.86 0.14
Final Sat.: 1029 571 1600 1156 444 1600 1600 4711 89 1600 4572 228

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.23 0.22 0.05 0.37 0.37
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
SCIG
Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 5 25 10 245 65 145 130 595 5 20 635 255
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: 5 25 10 245 65 145 130 595 5 20 635 255
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: 5 25 10 245 65 145 130 595 5 20 635 255
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: 5 25 10 245 65 145 130 595 5 20 635 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 245 65 145 130 595 5 20 635 255
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: 5 25 10 245 65 145 130 595 5 20 635 255
OvlAdjVol: 100

Saturation Flow Module:

Sat/Lane: 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: 0.25 1.25 0.50 1.58 0.42 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2529 671 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.10 0.10 0.09 0.08 0.19 0.00 0.01 0.20 0.16
OvlAdjV/S: 0.06
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

## 2016 Plus Alternative 1: No Project MD Peak Hour

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 Scenario Report  
 Scenario: 2016 No Project MD Peak  
 Command: 2016 No Project W ICTF MD Peak  
 Volume: 2016 No Project W ICTF MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 2	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 4	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.388	A xxxxx	0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.672	B xxxxx	0.672	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.611	B xxxxx	0.611	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.316	A xxxxx	0.316	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.649	B xxxxx	0.649	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.280	A xxxxx	0.280	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.350	A xxxxx	0.350	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.248	A xxxxx	0.248	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.423	A xxxxx	0.423	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.426	A xxxxx	0.426	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365  
 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			Ocean Blvd		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	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	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	205	0	0	130	390	0	0	0	10	255	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	0	0	130	390	0	0	0	10	255	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	0	0	130	390	0	0	0	10	255	60
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:	0	205	0	0	130	390	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	0	0	130	390	0	0	0	10	255	0
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
Final Volume:	0	205	0	0	130	390	0	0	0	10	255	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	0.14	0.00	0.00	0.00	0.01	0.08	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  
 \*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound	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

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Volume Module:

Base Vol:	0	0	0	135	0	0	205	430	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	205	430	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	205	430	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	205	430	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	205	430	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	205	430	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	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

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

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

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Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0	45	0	0	225	120	0	0	0	0	400	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	0	225	120	0	0	0	0	400	225
Added Vol:	0	0	0	0	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	0	0	225	120	0	0	0	0	400	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	0	225	120	0	0	0	0	400	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	0	225	120	0	0	0	0	400	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	0	225	120	0	0	0	0	400	225

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Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

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Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00	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 #4  
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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

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	225	0	0	45	410	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	225	0	0	45	410	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	225	0	0	45	410	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	225	0	0	45	410	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	45	410	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	225	0	0	45	410	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.03	0.13	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 #5 Seaside Ave / Navy Way  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	285	0	295	0	0	0	0	1165	30	0	1255	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:	285	0	295	0	0	0	0	1165	30	0	1255	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:	285	0	295	0	0	0	0	1165	30	0	1255	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	285	0	0	0	0	0	0	1165	30	0	1255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	0	0	0	0	0	1165	30	0	1255	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	285	0	0	0	0	0	0	1165	30	0	1255	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	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.02	0.00	0.29	0.00
Crit Volume:	143			0				0			418	
Crit Moves:	****							****			****	

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

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Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave			Harbor Fwy Ramp		
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	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0

Volume Module:

Base Vol:	0	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	270	5	385	0	0	0	0	395	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	350	270	5	385	0	0	0	0	395	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	0.25	0.19	0.00	0.14	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350			5						197		
Crit Moves:	****			****						****		

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

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Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.516  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: A  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th 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	L - T - R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Ignore		Include
Min. Green:	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0

Volume Module:

Base Vol:	110	10	180	25	10	5	5	160	10	250	140	90
Growth Adj:	1.00	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	10	180	25	10	5	5	160	10	250	140	90
Added Vol:	0	0	0	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	10	180	25	10	5	5	160	10	250	140	90
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	1.00	1.00	1.00	1.00
PHF Volume:	110	10	180	25	10	5	5	160	0	250	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	10	180	25	10	5	5	160	0	250	140	90
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	10	180	25	10	5	5	160	0	250	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.33	0.67	0.06	1.94	1.00	1.00	0.62	0.38
Final Sat.:	2880	1600	1600	1600	2133	1067	97	3103	1600	1600	1000	600

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.11	0.02	0.00	0.00	0.05	0.05	0.00	0.16	0.14	0.15
Crit Moves:	****		****	****			****	****		****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Harbor Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	90	75	130	180	80	130	35	1025	45	35	1105	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:	90	75	130	180	80	130	35	1025	45	35	1105	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:	90	75	130	180	80	130	35	1025	45	35	1105	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:	90	75	130	180	80	130	35	1025	45	35	1105	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	75	130	180	80	130	35	1025	45	35	1105	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:	90	75	130	180	80	130	35	1025	45	35	1105	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:	1.00	0.37	0.63	0.46	0.21	0.33	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1600	585	1015	738	328	533	1600	4598	202	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.11	0.24	0.24	0.02	0.22	0.22	0.02	0.23	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.611  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Santa Fe Ave			Anaheim St		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1	1 0 3 0 1

Volume Module:

Base Vol:	30	200	45	160	155	140	95	895	25	40	1005	245
Growth Adj:	1.00	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	200	45	160	155	140	95	895	25	40	1005	245
Added Vol:	0	0	0	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	200	45	160	155	140	95	895	25	40	1005	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	200	45	160	155	140	95	895	25	40	1005	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	200	45	160	155	140	95	895	25	40	1005	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	200	45	160	155	140	95	895	25	40	1005	245

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4670	130	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.03	0.10	0.05	0.09	0.06	0.19	0.19	0.03	0.21	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A  
 \*\*\*\*\*

Street Name:	E I St - W 9th St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	140	80	0	135	55	0	45	780	95	15	930	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:	140	80	0	135	55	0	45	780	95	15	930	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:	140	80	0	135	55	0	45	780	95	15	930	220
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	80	0	135	55	0	45	780	95	15	930	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	80	0	135	55	0	45	780	95	15	930	220
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	80	0	135	55	0	45	780	95	15	930	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4279	521	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.03	0.00	0.08	0.02	0.00	0.03	0.18	0.18	0.01	0.29	0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.316  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Farragut 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:	Protected		Protected		Protected		Protected											
Rights:	Include		Ovl		Include		Ovl											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	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	0	0	20	0	130	75	1045	0	0	960	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	75	1045	0	0	960	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	75	1045	0	0	960	30

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.05	0.24	0.00	0.00	0.22	0.02
Crit Volume:	0			130		0				320		
Crit Moves:				****		****				****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.649  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B  
 \*\*\*\*\*  
 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: 205 200 110 200 270 75 90 865 200 110 1000 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: 205 200 110 200 270 75 90 865 200 110 1000 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: 205 200 110 200 270 75 90 865 200 110 1000 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: 205 200 110 200 270 75 90 865 0 110 1000 190  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 205 200 110 200 270 75 90 865 0 110 1000 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: 205 200 110 200 270 75 90 865 0 110 1000 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: 1.52 1.48 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2164 2111 1425 1425 3346 929 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.09 0.08 0.14 0.08 0.08 0.06 0.30 0.00 0.08 0.35 0.13  
 Crit Volume: 135 200 90 500  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda 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: 39 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 10 155 315 5 175 120 90 780 20 200 965 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: 10 155 315 5 175 120 90 780 20 200 965 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: 10 155 315 5 175 120 90 780 20 200 965 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: 10 155 315 5 175 120 90 780 20 200 965 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 155 315 5 175 120 90 780 20 200 965 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: 10 155 315 5 175 120 90 780 20 200 965 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2806 44  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.11 0.11 0.00 0.06 0.08 0.06 0.27 0.01 0.07 0.34 0.34  
 Crit Volume: 155 5 90 490  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	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:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	55	235	0	145	390	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218		60			40			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 20 Level Of Service: A  
\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	415	0	30	335	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	10	130	10	10	30	65	415	0	30	335	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	406	2594	0	228	2544	228

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:			140	10			240			30		
Crit Moves:			****	****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.350  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 25 35 10 10 100 120 170 415 30 15 375 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: 25 35 10 10 100 120 170 415 30 15 375 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: 25 35 10 10 100 120 170 415 30 15 375 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: 25 35 10 10 100 120 170 415 30 15 375 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 35 10 10 100 120 170 415 30 15 375 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 35 10 10 100 120 170 415 30 15 375 30  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.71 1.00 0.29 0.09 0.91 1.00 0.55 1.35 0.10 0.07 1.79 0.14  
 Final Sat.: 1071 1500 429 130 1370 1500 829 2024 146 107 2679 214  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.08 0.07 0.08 0.21 0.21 0.21 0.14 0.14 0.14  
 Crit Volume: 25 120 170 210  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 21 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 160 20 65 5 10 25 20 415 50 20 505 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  
 Initial Bse: 160 20 65 5 10 25 20 415 50 20 505 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: 160 20 65 5 10 25 20 415 50 20 505 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 160 20 65 5 10 25 20 415 50 20 505 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 160 20 65 5 10 25 20 415 50 20 505 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 160 20 65 5 10 25 20 415 50 20 505 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.24 0.76 1.00 0.29 0.71 0.08 1.71 0.21 0.07 1.89 0.04  
 Final Sat.: 1500 353 1147 1500 429 1071 124 2567 309 112 2832 56  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.06 0.06 0.00 0.02 0.02 0.16 0.16 0.16 0.18 0.18 0.18  
 Crit Volume: 160 35 20 268  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 19 Level Of Service: A  
\*\*\*\*\*

Street Name:	Neptune Ave			Harry Bridges 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	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
Lanes:	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	15	15	5	15	20	560	10	15	615	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:	0	5	15	15	5	15	20	560	10	15	615	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:	0	5	15	15	5	15	20	560	10	15	615	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:	0	5	15	15	5	15	20	560	10	15	615	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	15	5	15	20	560	10	15	615	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:	0	5	15	15	5	15	20	560	10	15	615	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.43	0.14	0.43	0.07	1.90	0.03	0.04	1.91	0.05
Final Sat.:	0	1500	1500	643	214	643	102	2847	51	70	2860	70

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.20	0.20	0.20	0.22	0.21	0.22
Crit Volume:			15	15			20					323
Crit Moves:			****	****			****					****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*

Street Name:	King Ave			Harry Bridges 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	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
Lanes:	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	0	15	0	105	75	675	0	0	630	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:	0	0	0	15	0	105	75	675	0	0	630	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:	0	0	0	15	0	105	75	675	0	0	630	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	15	0	105	75	675	0	0	630	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	105	75	675	0	0	630	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	15	0	105	75	675	0	0	630	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2308	92

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.06	0.28	0.00	0.00	0.27	0.27
Crit Volume:				105	75							328
Crit Moves:				****	****							****

\*\*\*\*\*



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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa 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:	27	Level Of Service:	A

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges 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	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	5	330	0	305	45	280	0	5	380	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:	0	0	5	330	0	305	45	280	0	5	380	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:	0	0	5	330	0	305	45	280	0	5	380	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	330	0	0	45	280	0	5	380	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	330	0	0	45	280	0	5	380	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	330	0	0	45	280	0	5	380	320

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.03	0.09	0.00	0.00	0.13	0.21
Crit Volume:			5	330			45					320
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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 Ramp				PCH			
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	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	145	0	95	195	1190	0	0	1075	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	0	0	145	0	95	195	1190	0	0	1075	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	0	0	145	0	95	195	1190	0	0	1075	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	0	0	145	0	95	195	1190	0	0	1075	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	95	195	1190	0	0	1075	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	0	0	145	0	95	195	1190	0	0	1075	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	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	3549	726

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.07	0.14	0.42	0.00	0.00	0.30	0.30
Crit Volume:			0	145			195				432	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance				Pacific Coast Hwy													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R									
Control:	Protected		Protected		Protected		Protected											
Rights:	Ignore		Ignore		WideBypass		Ignore											
Min. Green:	0	0	0	0	0	0	0	0	0									
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 160 0 0 100 0 1450 85 0 1355 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: 0 0 160 0 0 100 0 1450 85 0 1355 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: 0 0 160 0 0 100 0 1450 85 0 1355 130  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1450 85 0 1355 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1450 85 0 1355 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1450 85 0 1355 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.83 0.17 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3401 199 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.43 0.00 0.38 0.00  
Crit Volume: 0 512 0  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 300 110 10 245 75 100 1165 10 0 1080 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: 5 300 110 10 245 75 100 1165 10 0 1080 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.07 0.01 0.08 0.05 0.06 0.36 0.01 0.00 0.34 0.08  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.661  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	35	40	235	200	60	55	15	1260	20	90	1295	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:	35	40	235	200	60	55	15	1260	20	90	1295	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:	35	40	235	200	60	55	15	1260	20	90	1295	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:	35	40	235	200	60	55	15	1260	20	90	1295	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	235	200	60	55	15	1260	20	90	1295	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:	35	40	235	200	60	55	15	1260	20	90	1295	170

Saturation Flow Module:

Sat/Lane:	1600	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:	0.47	0.53	1.00	0.77	0.23	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	747	853	1600	1231	369	1600	1600	4725	75	1600	4243	557

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.15	0.13	0.16	0.03	0.01	0.27	0.06	0.31	0.31	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

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:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	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 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	30	20	120	55	150	230	615	15	35	520	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	30	20	120	55	150	230	615	15	35	520	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	30	20	120	55	150	230	615	15	35	520	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:	0	30	20	120	55	150	230	615	15	35	520	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	120	55	150	230	615	15	35	520	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:	0	30	20	120	55	150	230	615	15	35	520	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	1.20	0.80	1.37	0.63	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	2194	1006	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.05	0.05	0.09	0.14	0.19	0.01	0.02	0.16	0.21
OvlAdjV/S:												0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2016 Plus Alternative 1: No Project PM Peak Hour

-----  
 Port of Los Angeles  
 SCIG  
 Year 2016 PM Peak - No Project W ICTF  
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Scenario: Scenario Report  
 2016 No Project PM Peak

Command: 2016 No Project W ICTF PM Peak  
 Volume: 2016 No Project W ICTF PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Year 2016 PM Peak - No Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 2	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.825	D xxxxx	0.825	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.772	C xxxxx	0.772	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.784	C xxxxx	0.784	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.837	D xxxxx	0.837	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.728	C xxxxx	0.728	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.921	E xxxxx	0.921	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.871	D xxxxx	0.871	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.583	A xxxxx	0.583	+ 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  
\*\*\*\*\*

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 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	2	0	0	2	0	1	0

Volume Module:

Base Vol:	5	560	0	0	0	205	680	0	0	0	20	245	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	1.00
Initial Bse:	5	560	0	0	0	205	680	0	0	0	20	245	345
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:	5	560	0	0	0	205	680	0	0	0	20	245	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	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	0.00
PHF Volume:	5	560	0	0	0	205	680	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	0	0	0	205	680	0	0	0	20	245	0
PCE Adj:	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	0.00
FinalVolume:	5	560	0	0	0	205	680	0	0	0	20	245	0

Saturation Flow Module:

Sat/Lane:	1600	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	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.01	0.08	0.00	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.456
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      250 0 0      430 690 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
Initial Bse:    0 0 0 0      250 0 0      430 690 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 0 0 0      250 0 0      430 690 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      250 0 0      430 690 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      250 0 0      430 690 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      250 0 0      430 690 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 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 #5 Seaside Ave / Navy Way
*****
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:    106         Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      675 0 930 0 0 0 0 0 2515 355 0 2305 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:    675 0 930 0 0 0 0 0 2515 355 0 2305 85
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:   675 0 930 0 0 0 0 0 2515 355 0 2305 85
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    675 0 0 0 0 0 0 0 2515 355 0 2305 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   675 0 0 0 0 0 0 0 2515 355 0 2305 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   675 0 0 0 0 0 0 0 2515 355 0 2305 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.54 0.00
Crit Volume:   338          0          838          0
Crit Moves:    ****          ****          ****          ****
*****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 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: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 515 315 0 300 0 0 0 0 0 245 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  
 Initial Bse: 0 515 315 0 300 0 0 0 0 0 245 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: 0 515 315 0 300 0 0 0 0 0 245 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: 0 515 315 0 300 0 0 0 0 0 245 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 515 315 0 300 0 0 0 0 0 245 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: 0 515 315 0 300 0 0 0 0 0 245 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 0.36 0.22 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
 Crit Volume: 515 0 0 123  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 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: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 130 5 215 65 5 10 35 190 220 435 260 200  
 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: 130 5 215 65 5 10 35 190 220 435 260 200  
 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: 130 5 215 65 5 10 35 190 220 435 260 200  
 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: 130 5 215 65 5 10 35 190 0 435 260 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 130 5 215 65 5 10 35 190 0 435 260 200  
 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: 130 5 215 65 5 10 35 190 0 435 260 200  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.31 1.69 1.00 0.97 0.58 0.45  
 Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1555 930 715  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.13 0.04 0.00 0.01 0.07 0.07 0.00 0.28 0.28 0.28  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 68 Level Of Service: C  
 \*\*\*\*\*

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	85	80	135	185	45	180	35	1540	35	40	1325	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:	85	80	135	185	45	180	35	1540	35	40	1325	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:	85	80	135	185	45	180	35	1540	35	40	1325	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:	85	80	135	185	45	180	35	1540	35	40	1325	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	80	135	185	45	180	35	1540	35	40	1325	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:	85	80	135	185	45	180	35	1540	35	40	1325	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:	1.00	0.37	0.63	0.45	0.11	0.44	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	595	1005	722	176	702	1600	4693	107	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.05	0.13	0.13	0.12	0.26	0.26	0.02	0.33	0.33	0.03	0.28	0.12
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	30	280	115	400	275	130	70	1350	10	50	1195	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:	30	280	115	400	275	130	70	1350	10	50	1195	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:	30	280	115	400	275	130	70	1350	10	50	1195	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:	30	280	115	400	275	130	70	1350	10	50	1195	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	280	115	400	275	130	70	1350	10	50	1195	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:	30	280	115	400	275	130	70	1350	10	50	1195	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.98	0.02	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4765	35	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.09	0.07	0.25	0.09	0.08	0.04	0.28	0.28	0.03	0.25	0.22
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:  
Base Vol: 325 215 30 175 180 25 45 1255 395 20 1165 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: 325 215 30 175 180 25 45 1255 395 20 1165 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: 325 215 30 175 180 25 45 1255 395 20 1165 200  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 325 215 0 175 180 0 45 1255 395 20 1165 200  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 325 215 0 175 180 0 45 1255 395 20 1165 200  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 325 215 0 175 180 0 45 1255 395 20 1165 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.20 0.07 0.00 0.11 0.06 0.00 0.03 0.34 0.34 0.01 0.36 0.13  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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: Farragut 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60  
Growth Adj: 1.00 1.00 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 70 0 390 140 1565 0 0 1550 60  
Added Vol: 0 0 0 0 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 70 0 390 140 1565 0 0 1550 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 70 0 390 140 1565 0 0 1550 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 0 390 140 1565 0 0 1550 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.37 0.00 0.00 0.36 0.04  
Crit Volume: 0 390 0 517  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.894  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 175 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  
 -----  
 Volume Module:  
 Base Vol: 255 370 195 225 190 50 105 1370 215 95 1470 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: 255 370 195 225 190 50 105 1370 215 95 1470 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: 255 370 195 225 190 50 105 1370 215 95 1470 160  
 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: 255 370 195 225 190 50 105 1370 0 95 1470 160  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 255 370 195 225 190 50 105 1370 0 95 1470 160  
 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: 255 370 195 225 190 50 105 1370 0 95 1470 160  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.22 1.78 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1744 2531 1425 1425 3384 891 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.15 0.15 0.14 0.16 0.06 0.06 0.07 0.48 0.00 0.07 0.52 0.11  
 Crit Volume: 208 225 105 735  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.784  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 86 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 20 285 630 20 305 145 115 990 15 335 1360 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: 20 285 630 20 305 145 115 990 15 335 1360 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: 20 285 630 20 305 145 115 990 15 335 1360 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: 20 285 630 20 305 145 115 990 15 335 1360 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 285 630 20 305 145 115 990 15 335 1360 35  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 20 285 630 20 305 145 115 990 15 335 1360 35  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.20 0.22 0.01 0.11 0.10 0.08 0.35 0.01 0.12 0.49 0.49  
 Crit Volume: 285 20 115 698  
 Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	85	285	80	105	320	35	65	0	15	130	0	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:	85	285	80	105	320	35	65	0	15	130	0	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:	85	285	80	105	320	35	65	0	15	130	0	320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	285	0	105	320	35	65	0	15	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	285	0	105	320	35	65	0	15	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	285	0	105	320	35	65	0	15	130	0	0

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	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2479	271	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	85			178	65		130					285
Crit Moves:	****			****	****		****			****		****

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	10	5	175	75	5	185	130	530	0	30	465	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:	10	5	175	75	5	185	130	530	0	30	465	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:	10	5	175	75	5	185	130	530	0	30	465	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:	10	5	175	75	5	185	130	530	0	30	465	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	175	75	5	185	130	530	0	30	465	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:	10	5	175	75	5	185	130	530	0	30	465	75

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	1.00	0.03	0.97	0.39	1.61	0.00	0.11	1.63	0.26
Final Sat.:	1500	42	1458	1500	39	1461	591	2409	0	158	2447	395

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.05	0.13	0.13	0.22	0.22	0.00	0.19	0.19	0.19
Crit Volume:	180	75		130								285
Crit Moves:	****	****	****	****	****	****	****	****		****		****

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 41 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	625	5	10	615	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:	40	70	5	25	25	245	360	625	5	10	615	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:	40	70	5	25	25	245	360	625	5	10	615	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:	40	70	5	25	25	245	360	625	5	10	615	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	625	5	10	615	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	625	5	10	615	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.73	1.26	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1091	1894	15	45	2795	159

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.33	0.33	0.33	0.22	0.22	0.22
Crit Volume:	40			245	360					330		
Crit Moves:	****			****	****					****		

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	180	25	130	10	5	30	15	780	20	20	830	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:	180	25	130	10	5	30	15	780	20	20	830	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:	180	25	130	10	5	30	15	780	20	20	830	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:	180	25	130	10	5	30	15	780	20	20	830	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	25	130	10	5	30	15	780	20	20	830	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	25	130	10	5	30	15	780	20	20	830	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:	1.00	0.16	0.84	1.00	0.14	0.86	0.04	1.91	0.05	0.04	1.89	0.07
Final Sat.:	1500	242	1258	1500	214	1286	55	2871	74	68	2830	102

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.27	0.27	0.27	0.29	0.29	0.29
Crit Volume:	180			35	15					440		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #18 Harry Bridges Blvd / Neptune Ave
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: 26 Level Of Service: A
Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0
Volume Module:
Base Vol: 65 0 45 10 5 30 20 745 40 20 1070 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: 65 0 45 10 5 30 20 745 40 20 1070 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: 65 0 45 10 5 30 20 745 40 20 1070 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: 65 0 45 10 5 30 20 745 40 20 1070 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 0 45 10 5 30 20 745 40 20 1070 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: 65 0 45 10 5 30 20 745 40 20 1070 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.18 0.82 0.22 0.11 0.67 0.05 1.85 0.10 0.03 1.94 0.03
Final Sat.: 1500 273 1227 333 167 1000 75 2776 149 54 2905 41
Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.04 0.03 0.03 0.03 0.27 0.27 0.27 0.37 0.37 0.37
Crit Volume: 65 45 20 553
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #19 Harry Bridges Blvd / King 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: 59 Level Of Service: C
Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 1 0 1 0 0 1 0 1 1 0
Volume Module:
Base Vol: 0 0 0 40 0 145 160 760 0 0 975 225
Growth Adj: 1.00 1.00 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 40 0 145 160 760 0 0 975 225
Added Vol: 0 0 0 0 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 40 0 145 160 760 0 0 975 225
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 40 0 145 160 760 0 0 975 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 40 0 145 160 760 0 0 975 225
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 40 0 145 160 760 0 0 975 225
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.43 0.57 1.00 1.00 2.00 0.00 1.00 1.62 0.38
Final Sat.: 0 1200 0 519 681 1200 1200 2400 0 1200 1950 450
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.12 0.13 0.32 0.00 0.00 0.50 0.50
Crit Volume: 0 145 160 600
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 88 Level Of Service: D

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
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		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	0	0	5	565	0	520	50	480	0	5	1020	635
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	565	0	520	50	480	0	5	1020	635
Added Vol:	0	0	0	0	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	5	565	0	520	50	480	0	5	1020	635
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	565	0	0	50	480	0	5	1020	635
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	565	0	0	50	480	0	5	1020	635
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	565	0	0	50	480	0	5	1020	635

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.16	0.00	0.00	0.34	0.42
Crit Volume:		5	565		50			635				635
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 84 Level Of Service: C

\*\*\*\*\*

Street Name:	Alameda St Ramp				PCH								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected						
Rights:	Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	0	0	1	0	0	1	1	0	2

Volume Module:

Base Vol:	0	0	0	310	0	200	215	1455	0	0	1060	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:	0	0	0	310	0	200	215	1455	0	0	1060	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:	0	0	0	310	0	200	215	1455	0	0	1060	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:	0	0	0	310	0	200	215	1455	0	0	1060	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	310	0	200	215	1455	0	0	1060	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:	0	0	0	310	0	200	215	1455	0	0	1060	260

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.41	0.59
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3433	842

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.14	0.15	0.51	0.00	0.00	0.31	0.31
Crit Volume:		0		310				728			0	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 180 0 0 75 0 1810 100 0 1315 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 0 180 0 0 75 0 1810 100 0 1315 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 0 180 0 0 75 0 1810 100 0 1315 175  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1810 100 0 1315 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1810 100 0 1315 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1810 100 0 1315 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.84 0.16 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3412 188 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.53 0.00 0.37 0.00  
 Crit Volume: 0 0 637 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.921  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 117 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 520 105 15 350 130 205 1720 5 115 1200 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: 5 520 105 15 350 130 205 1720 5 115 1200 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: 5 520 105 15 350 130 205 1720 5 115 1200 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: 5 520 105 15 350 130 205 1720 5 115 1200 140  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 520 105 15 350 130 205 1720 5 115 1200 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: 5 520 105 15 350 130 205 1720 5 115 1200 140  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.07 0.01 0.11 0.08 0.13 0.54 0.00 0.07 0.38 0.09  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.871
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 40 70 320 220 105 25 25 1940 30 90 1325 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: 40 70 320 220 105 25 25 1940 30 90 1325 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: 40 70 320 220 105 25 25 1940 30 90 1325 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: 40 70 320 220 105 25 25 1940 30 90 1325 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 320 220 105 25 25 1940 30 90 1325 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: 40 70 320 220 105 25 25 1940 30 90 1325 195

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.62 0.38
Final Sat.: 582 1018 1600 1083 517 1600 1600 4727 73 1600 4184 616

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.41 0.41 0.06 0.32 0.32
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 5 30 35 210 15 115 160 935 0 5 765 545
Growth Adj: 1.00 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 30 35 210 15 115 160 935 0 5 765 545
Added Vol: 0 0 0 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 30 35 210 15 115 160 935 0 5 765 545
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 30 35 210 15 115 160 935 0 5 765 545
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 35 210 15 115 160 935 0 5 765 545
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 35 210 15 115 160 935 0 5 765 545
OvlAdjVol: 430

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.14 0.86 1.00 1.87 0.13 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1371 1600 2987 213 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.07 0.10 0.29 0.00 0.00 0.24 0.34
OvlAdjV/S: 0.27
Crit Moves: \*\*\*\* \*\*

## 2016 Plus Alternative 2: Reduced Project AM Peak Hour

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Scenario: 2016 Reduced AM Peak  
 Scenario Report  
 Command: 2016 Reduced AM Peak  
 Volume: 2016 Reduced AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.515	A xxxxx	0.515	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.500	A xxxxx	0.500	+ 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  
\*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	135	0	0	170	605	0	0	0	5	300	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:	0	135	0	0	170	605	0	0	0	5	300	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:	0	135	0	0	170	605	0	0	0	5	300	130
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:	0	135	0	0	170	605	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	0	0	170	605	0	0	0	5	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:	0	135	0	0	170	605	0	0	0	5	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:	0.00	0.04	0.00	0.00	0.05	0.21	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
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
Approach: North Bound 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
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: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.209
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      115 0 0      55 220 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
Initial Bse:    0 0 0 0      115 0 0      55 220 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 0 0 0      115 0 0      55 220 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      115 0 0      55 220 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      115 0 0      55 220 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      115 0 0      55 220 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 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)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
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:    65          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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      345 0 425 0 0 0 0 0 2530 335 0 1965 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:    345 0 425 0 0 0 0 0 2530 335 0 1965 25
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:   345 0 425 0 0 0 0 0 2530 335 0 1965 25
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    345 0 0 0 0 0 0 0 2530 335 0 1965 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   345 0 0 0 0 0 0 0 2530 335 0 1965 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   345 0 0 0 0 0 0 0 2530 335 0 1965 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.46 0.00
Crit Volume:   173          0          843          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293  
 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 / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 215 35 0 255 0 0 0 0 0 405 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  
 Initial Bse: 0 215 35 0 255 0 0 0 0 0 405 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: 0 215 35 0 255 0 0 0 0 0 405 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 215 35 0 255 0 0 0 0 0 405 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 215 35 0 255 0 0 0 0 0 405 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 215 35 0 255 0 0 0 0 0 405 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: 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 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00  
 Crit Volume: 215 0 0 203  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 0 1 0 1 0

Volume Module:  
 Base Vol: 170 0 285 20 0 5 5 120 20 140 110 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: 170 0 285 20 0 5 5 120 20 140 110 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: 170 0 285 20 0 5 5 120 20 140 110 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 170 0 285 20 0 5 5 120 0 140 110 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 170 0 285 20 0 5 5 120 0 140 110 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 170 0 285 20 0 5 5 120 0 140 110 25

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.08 1.92 1.00 1.00 0.82 0.18  
 Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1309 291

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.00 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.09 0.08 0.09  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 260  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 100 100 85 75 55 90 35 735 25 35 1380 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: 100 100 85 75 55 90 35 735 25 35 1380 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: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00  
 Final Sat.: 1600 865 735 545 400 655 1600 4642 158 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 325  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 45 305 40 190 210 110 35 730 215 45 1130 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: 45 305 40 190 210 110 35 730 215 45 1130 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.32 0.68 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3708 1092 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: B

Street Name: E I St - W 9th St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:  
 Base Vol: 165 45 10 165 40 45 75 825 110 20 1035 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: 165 45 10 165 40 45 75 825 110 20 1035 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: 165 45 10 165 40 45 75 825 110 20 1035 210  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 45 0 165 40 0 75 825 110 20 1035 210  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 165 45 0 165 40 0 75 825 110 20 1035 210  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 165 45 0 165 40 0 75 825 110 20 1035 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.01 0.00 0.10 0.01 0.00 0.05 0.19 0.19 0.01 0.32 0.13  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A

Street Name: Farragut 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:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	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 3 0 0	0 0 3 0 1

Volume Module:  
 Base Vol: 0 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 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 0 0 15 0 70 50 1015 0 0 1270 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 15 0 70 50 1015 0 0 1270 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: 0 0 0 15 0 70 50 1015 0 0 1270 20

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.24 0.00 0.00 0.30 0.01  
 Crit Volume: 0 15 50 423  
 Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 45 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	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: 105 145 35 140 190 40 5 935 260 55 1225 115  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 105 145 35 140 190 40 5 935 260 55 1225 115  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 105 145 35 140 190 40 5 935 260 55 1225 115  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 105 145 35 140 190 40 5 935 0 55 1225 115  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 105 145 35 140 190 40 5 935 0 55 1225 115  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 105 145 35 140 190 40 5 935 0 55 1225 115

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.26 1.74 1.00 1.00 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1796 2480 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.06 0.06 0.02 0.10 0.05 0.05 0.00 0.33 0.00 0.04 0.43 0.08  
Crit Volume: 83 140 5 613  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 41 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 25 110 435 10 205 120 145 765 35 420 935 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: 25 110 435 10 205 120 145 765 35 420 935 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: 25 110 435 10 205 120 145 765 35 420 935 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: 25 110 435 10 205 120 145 765 35 420 935 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 25 110 435 10 205 120 145 765 35 420 935 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 25 110 435 10 205 120 145 765 35 420 935 35

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2747 103

Capacity Analysis Module:  
Vol/Sat: 0.02 0.08 0.15 0.01 0.07 0.08 0.10 0.27 0.02 0.15 0.34 0.34  
Crit Volume: 25 120 145 485  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:

Base Vol:	135	200	100	180	280	35	85	10	145	50	5	40
Growth Adj:	1.00	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	200	100	180	280	35	85	10	145	50	5	40
Added Vol:	0	0	0	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	200	100	180	280	35	85	10	145	50	5	40
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	200	0	180	280	35	85	10	145	50	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	200	0	180	280	35	85	10	145	50	5	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	200	0	180	280	35	85	10	145	50	5	0

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	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2444	306	1375	89	1286	1250	125	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.00	0.07	0.11	0.11	0.06	0.11	0.11	0.04	0.04	0.00
Crit Volume:	135			158			155		55			
Crit Moves:	****			****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	35	85	5	140	120	215	10	165	275	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	85	5	140	120	215	10	165	275	65
Added Vol:	0	0	0	0	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	35	85	5	140	120	215	10	165	275	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	85	5	140	120	215	10	165	275	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	85	5	140	120	215	10	165	275	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	35	85	5	140	120	215	10	165	275	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.03	0.97	0.69	1.25	0.06	0.65	1.09	0.26
Final Sat.:	1500	188	1313	1500	52	1448	1043	1870	87	980	1634	386

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.06	0.10	0.10	0.12	0.11	0.12	0.17	0.17	0.17
Crit Volume:	0			145	120					253		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 25 25 10 25 175 230 385 225 140 30 380 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: 25 25 10 25 175 230 385 225 140 30 380 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: 25 25 10 25 175 230 385 225 140 30 380 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 25 10 25 175 230 385 225 140 30 380 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 25 10 25 175 230 385 225 140 30 380 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 25 10 25 175 230 385 225 140 30 380 25

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.84 0.83 0.33 0.12 0.88 1.00 1.00 0.63 0.37 0.14 1.75 0.11
Final Sat.: 1250 1250 500 174 1326 1500 1500 940 560 207 2621 172

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.14 0.13 0.15 0.26 0.24 0.25 0.15 0.14 0.15
Crit Volume: 25 230 385 218
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries 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: 24 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 125 10 25 15 20 15 20 655 115 35 570 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: 125 10 25 15 20 15 20 655 115 35 570 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: 125 10 25 15 20 15 20 655 115 35 570 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: 125 10 25 15 20 15 20 655 115 35 570 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 10 25 15 20 15 20 655 115 35 570 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: 125 10 25 15 20 15 20 655 115 35 570 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: 1.00 0.29 0.71 1.00 0.57 0.43 0.05 1.66 0.29 0.11 1.86 0.03
Final Sat.: 1500 429 1071 1500 857 643 76 2487 437 171 2780 49

Capacity Analysis Module:

Vol/Sat: 0.08 0.02 0.02 0.01 0.02 0.02 0.26 0.26 0.26 0.20 0.21 0.20
Crit Volume: 125 35 395 35
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

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: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 0 25 20 5 20 5 815 5 20 610 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 0 25 20 5 20 5 815 5 20 610 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 0 25 20 5 20 5 815 5 20 610 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 0 25 20 5 20 5 815 5 20 610 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 815 5 20 610 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: 0 0 25 20 5 20 5 815 5 20 610 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 94 2859 47

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.27 0.28 0.27 0.21 0.21 0.21
Crit Volume: 25 20 413 20
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

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: 30 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 0 210 0 165 70 635 0 0 555 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 210 0 165 70 635 0 0 555 120
Added Vol: 0 0 0 0 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 0 210 0 165 70 635 0 0 555 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 210 0 165 70 635 0 0 555 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 210 0 165 70 635 0 0 555 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 0 210 0 165 70 635 0 0 555 120

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 1.00 0.12 0.88 1.00 2.00 0.00 1.00 1.64 0.36
Final Sat.: 0 1200 0 1200 144 1056 1200 2400 0 1200 1973 427

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.16 0.06 0.26 0.00 0.00 0.28 0.28
Crit Volume: 0 210 70 338
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 41 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 0 0 0 505 0 250 40 295 0 0 320 430  
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: 0 0 0 505 0 250 40 295 0 0 320 430  
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: 0 0 0 505 0 250 40 295 0 0 320 430  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 505 0 0 40 295 0 0 320 430  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 505 0 0 40 295 0 0 320 430  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 505 0 0 40 295 0 0 320 430

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.00 0.03 0.10 0.00 0.00 0.11 0.29  
Crit Volume: 0 505 40 430  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552  
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 Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 110 0 230 210 730 0 0 905 135  
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 0 110 0 230 210 730 0 0 905 135  
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 0 110 0 230 210 730 0 0 905 135  
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 0 110 0 230 210 730 0 0 905 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 110 0 230 210 730 0 0 905 135  
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 0 110 0 230 210 730 0 0 905 135

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 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 3720 555

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.16 0.15 0.26 0.00 0.00 0.24 0.24  
Crit Volume: 0 230 210 347  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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		Ignore		WideBypass		Ignore						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	1	0	0	2	1	0	0	2	1	0

Volume Module:  
 Base Vol: 0 0 65 0 0 0 0 1040 0 0 1160 40  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 65 0 0 0 0 1040 0 0 1160 40  
 Added Vol: 0 0 0 0 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 65 0 0 0 0 1040 0 0 1160 40  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1040 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 1040 0 0 1160 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1040 0 0 1160 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.29 0.00 0.00 0.32 0.00  
 Crit Volume: 0 0 0 0 0 0 387  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
 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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 110 200 90 10 250 60 55 985 25 90 1310 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: 110 200 90 10 250 60 55 985 25 90 1310 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: 110 200 90 10 250 60 55 985 25 90 1310 110  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 110 200 90 10 250 60 55 985 25 90 1310 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 110 200 90 10 250 60 55 985 25 90 1310 110  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 110 200 90 10 250 60 55 985 25 90 1310 110

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.06 0.06 0.01 0.08 0.04 0.03 0.31 0.02 0.06 0.41 0.07  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.625  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 45 25 90 195 75 45 10 1040 20 80 1620 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: 45 25 90 195 75 45 10 1040 20 80 1620 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: 45 25 90 195 75 45 10 1040 20 80 1620 85  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 45 25 90 195 75 45 10 1040 20 80 1620 85  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 45 25 90 195 75 45 10 1040 20 80 1620 85

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.85 0.15  
 Final Sat.: 1029 571 1600 1156 444 1600 1600 4709 91 1600 4561 239

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.36 0.36  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 25 10 155 65 145 130 560 5 20 625 200  
 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 10 155 65 145 130 560 5 20 625 200  
 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 10 155 65 145 130 560 5 20 625 200  
 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 10 155 65 145 130 560 5 20 625 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 25 10 155 65 145 130 560 5 20 625 200  
 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 10 155 65 145 130 560 5 20 625 200  
 OvlAdjVol: 55

Saturation Flow Module:  
 Sat/Lane: 1600 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: 0.25 1.25 0.50 1.41 0.59 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 400 2000 800 2255 945 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.09 0.08 0.17 0.00 0.01 0.20 0.13  
 OvlAdjV/S: 0.03  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

## 2016 Plus Alternative 2: Reduced Project MD Peak Hour

-----  
 Scenario Report  
 Scenario: 2016 Reduced MD Peak  
 Command: 2016 Reduced MD Peak  
 Volume: 2016 Reduced MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.369	A	xxxxx 0.369	+ 0.000 V/C
# 2	A	xxxxx 0.278	A	xxxxx 0.278	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 4	A	xxxxx 0.311	A	xxxxx 0.311	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.388	A	xxxxx 0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.675	B	xxxxx 0.675	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.666	B	xxxxx 0.666	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.491	A	xxxxx 0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.265	A	xxxxx 0.265	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.302	A	xxxxx 0.302	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.232	A	xxxxx 0.232	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.402	A	xxxxx 0.402	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.457	A	xxxxx 0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.487	A	xxxxx 0.487	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.407	A	xxxxx 0.407	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.635	B	xxxxx 0.635	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*  
 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 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 1 0 2 0 1  
 Volume Module:  
 Base Vol: 0 220 0 0 135 400 0 0 0 10 255 65  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 220 0 0 135 400 0 0 0 10 255 65  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 220 0 0 135 400 0 0 0 10 255 65  
 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: 0 220 0 0 135 400 0 0 0 10 255 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 220 0 0 135 400 0 0 0 10 255 0  
 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  
 Final Volume: 0 220 0 0 135 400 0 0 0 10 255 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 0.04 0.14 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  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.278  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 24 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	1	1	0	0	0

Volume Module:  
 Base Vol: 0 0 0 140 0 0 220 430 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 0 220 430 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 0 220 430 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 0 220 430 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 0 220 430 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 0 220 430 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 0.08 0.13 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.305  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  

Street Name:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:  
 Base Vol: 0 45 0 0 225 120 0 0 0 0 415 225  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 45 0 0 225 120 0 0 0 0 415 225  
 Added Vol: 0 0 0 0 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 0 0 225 120 0 0 0 0 415 225  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 45 0 0 225 120 0 0 0 0 415 225  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 45 0 0 225 120 0 0 0 0 415 225  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 45 0 0 225 120 0 0 0 0 415 225

Saturation Flow Module:  
 Sat/Lane: 1600 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 0.90  
 Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00  
 Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.01 0.00 0.00 0.07 0.08 0.00 0.00 0.00 0.00 0.00 0.08  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #4  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.311  
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase), Rights (Include), Min. Green (0), Lanes (0).

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

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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

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Intersection #5 Seaside Ave / Navy Way  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Permitted, Protected), Rights (Ignore, Include, Ovl, Ignore), Min. Green (0), Lanes (2, 0, 0, 0, 1).

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

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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

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Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave			Harbor Fwy Ramp		
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	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0

Volume Module:

Base Vol:	0	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	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	350	265	5	380	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	265	5	380	0	0	0	0	395	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	350	265	5	380	0	0	0	0	395	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	0.25	0.19	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350	5	5	5	5	0	0	0	0	197	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.486  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 45 Level Of Service: A

\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th 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	L - T - R
Control:	Protected		Protected	Split Phase		Split Phase
Rights:	Include		Include	Ignore		Include
Min. Green:	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0

Volume Module:

Base Vol:	105	0	155	25	0	5	5	160	5	225	140	90
Growth Adj:	1.00	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	0	155	25	0	5	5	160	5	225	140	90
Added Vol:	0	0	0	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	0	155	25	0	5	5	160	5	225	140	90
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	0	155	25	0	5	5	160	0	225	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	155	25	0	5	5	160	0	225	140	90
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
Final Volume:	105	0	155	25	0	5	5	160	0	225	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.06	1.94	1.00	0.99	0.61	0.40
Final Sat.:	2880	1600	1600	1600	1600	1600	97	3103	1600	1582	985	633

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.10	0.02	0.00	0.00	0.05	0.05	0.00	0.14	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Anaheim St / Harbor Ave
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Harbor Ave and Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves for Capacity Analysis Module.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 Anaheim St / Santa Fe Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Santa Fe Ave and Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves for Capacity Analysis Module.



Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for E I St - W 9th St and Anaheim St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #11 Anaheim St / Farragut Ave
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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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Farragut Ave and Anaheim St.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table showing Vol/Sat, Crit Moves.

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666  
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

Volume Module:

Base Vol:	205	190	105	200	260	75	90	920	200	105	1055	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:	205	190	105	200	260	75	90	920	200	105	1055	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:	205	190	105	200	260	75	90	920	200	105	1055	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:	205	190	105	200	260	75	90	920	0	105	1055	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	190	105	200	260	75	90	920	0	105	1055	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:	205	190	105	200	260	75	90	920	0	105	1055	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:	1.56	1.44	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2219	2056	1425	1425	3318	957	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.14	0.08	0.08	0.06	0.32	0.00	0.07	0.37	0.13
Crit Volume:	132			200			90			528		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 37 Level Of Service: A

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Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	60	370	5	65	115	85	780	20	255	965	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:	10	60	370	5	65	115	85	780	20	255	965	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:	10	60	370	5	65	115	85	780	20	255	965	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:	10	60	370	5	65	115	85	780	20	255	965	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	370	5	65	115	85	780	20	255	965	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:	10	60	370	5	65	115	85	780	20	255	965	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2806	44

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.13	0.00	0.02	0.08	0.06	0.27	0.01	0.09	0.34	0.34
Crit Volume:	10					115	85			490		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*  
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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
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 1  
-----  
Volume Module:  
Base Vol: 55 230 45 135 385 45 60 0 60 40 0 210  
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: 55 230 45 135 385 45 60 0 60 40 0 210  
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: 55 230 45 135 385 45 60 0 60 40 0 210  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 55 230 0 135 385 45 60 0 60 40 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 55 230 0 135 385 45 60 0 60 40 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 55 230 0 135 385 45 60 0 60 40 0 0  
-----  
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 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2462 288 1375 0 1375 1375 0 1375  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.08 0.00 0.05 0.16 0.04 0.00 0.04 0.03 0.00 0.00  
Crit Volume: 55 215 60 40  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.265  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A  
\*\*\*\*\*  
Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 0 10 130 10 10 30 65 370 0 30 280 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 10 130 10 10 30 65 370 0 30 280 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 10 130 10 10 30 65 370 0 30 280 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 10 130 10 10 30 65 370 0 30 280 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 10 130 10 10 30 65 370 0 30 280 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 10 130 10 10 30 65 370 0 30 280 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: 1.00 0.07 0.93 1.00 0.25 0.75 0.30 1.70 0.00 0.17 1.65 0.18  
Final Sat.: 1500 107 1393 1500 375 1125 448 2552 0 265 2471 265  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.15 0.14 0.00 0.11 0.11 0.11  
Crit Volume: 140 10 217 30  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 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: 25 35 10 10 100 120 170 370 30 15 320 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 35 10 10 100 120 170 370 30 15 320 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 35 10 10 100 120 170 370 30 15 320 30  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.71 1.00 0.29 0.09 0.91 1.00 0.60 1.30 0.10 0.08 1.76 0.16  
 Final Sat.: 1071 1500 429 130 1370 1500 895 1947 158 123 2630 247  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.08 0.07 0.08 0.19 0.19 0.19 0.12 0.12 0.12  
 Crit Volume: 25 120 170 183  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 21 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 155 20 60 5 10 25 20 380 45 15 460 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  
 Initial Bse: 155 20 60 5 10 25 20 380 45 15 460 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: 155 20 60 5 10 25 20 380 45 15 460 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 155 20 60 5 10 25 20 380 45 15 460 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 155 20 60 5 10 25 20 380 45 15 460 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 155 20 60 5 10 25 20 380 45 15 460 10  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.25 0.75 1.00 0.29 0.71 0.09 1.71 0.20 0.06 1.90 0.04  
 Final Sat.: 1500 375 1125 1500 429 1071 135 2562 303 93 2845 62  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.05 0.05 0.00 0.02 0.02 0.15 0.15 0.15 0.16 0.16 0.16  
 Crit Volume: 155 35 20 243  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 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: 19 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 15 5 15 20 520 10 15 565 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: 0 5 15 15 5 15 20 520 10 15 565 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.89 0.04 0.05 1.90 0.05  
 Final Sat.: 0 1500 1500 643 214 643 109 2836 55 76 2849 76  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.18 0.18 0.18 0.20 0.20 0.20  
 Crit Volume: 15 15 20 298  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 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: 24 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 0 1 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 15 0 105 75 635 0 0 580 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: 0 0 0 15 0 105 75 635 0 0 580 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: 0 0 0 15 0 105 75 635 0 0 580 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 15 0 105 75 635 0 0 580 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 15 0 105 75 635 0 0 580 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 105 75 635 0 0 580 25  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08  
 Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2301 99  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.26 0.00 0.00 0.25 0.25  
 Crit Volume: 0 105 75 303  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.457  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
 Volume Module:  
 Base Vol: 0 0 0 325 0 305 45 250 0 0 340 315  
 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: 0 0 0 325 0 305 45 250 0 0 340 315  
 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: 0 0 0 325 0 305 45 250 0 0 340 315  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 325 0 0 45 250 0 0 340 315  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 325 0 0 45 250 0 0 340 315  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 325 0 0 45 250 0 0 340 315  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.03 0.08 0.00 0.00 0.11 0.21  
 Crit Volume: 0 325 45 315  
 Crit Moves: \*\*\*\* \*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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 Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 1 0 0 2 1 0  
 Volume Module:  
 Base Vol: 0 0 0 70 0 95 195 1195 0 0 1080 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: 0 0 0 70 0 95 195 1195 0 0 1080 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: 0 0 0 70 0 95 195 1195 0 0 1080 130  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 70 0 95 195 1195 0 0 1080 130  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 70 0 95 195 1195 0 0 1080 130  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 70 0 95 195 1195 0 0 1080 130  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.68 0.32  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3816 459  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.07 0.14 0.42 0.00 0.00 0.28 0.28  
 Crit Volume: 0 95 195 403  
 Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance				Pacific Coast Hwy													
Approach:	North Bound		South 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		Ignore		WideBypass		Ignore											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 145 0 0 5 0 1460 5 0 1370 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: 0 0 145 0 0 5 0 1460 5 0 1370 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: 0 0 145 0 0 5 0 1460 5 0 1370 150  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1460 5 0 1370 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1460 5 0 1370 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1460 5 0 1370 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.99 0.01 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3588 12 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.38 0.00  
Crit Volume: 0 0 0 0 0 0 0 488 0  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 300 110 10 245 75 100 1135 10 0 1065 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: 5 300 110 10 245 75 100 1135 10 0 1065 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.09 0.07 0.01 0.08 0.05 0.06 0.35 0.01 0.00 0.33 0.08  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.658  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Harbor Ave				Pacific Coast Hwy															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted		Permitted		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:  
 Base Vol: 35 40 235 200 60 55 15 1245 20 90 1280 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: 35 40 235 200 60 55 15 1245 20 90 1280 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: 35 40 235 200 60 55 15 1245 20 90 1280 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: 35 40 235 200 60 55 15 1245 20 90 1280 170  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 40 235 200 60 55 15 1245 20 90 1280 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: 35 40 235 200 60 55 15 1245 20 90 1280 170

Saturation Flow Module:  
 Sat/Lane: 1600 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: 0.47 0.53 1.00 0.77 0.23 1.00 1.00 2.95 0.05 1.00 2.65 0.35  
 Final Sat.: 747 853 1600 1231 369 1600 1600 4724 76 1600 4237 563

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.05 0.15 0.13 0.16 0.03 0.01 0.26 0.26 0.06 0.30 0.30  
 Crit Moves: \*\*\*\* \*\*

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

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

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:	Alameda St Ramp				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:	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	2	0	1

Volume Module:  
 Base Vol: 0 30 20 30 55 150 230 595 15 35 495 245  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 30 20 30 55 150 230 595 15 35 495 245  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 30 20 30 55 150 230 595 15 35 495 245  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 30 20 30 55 150 230 595 15 35 495 245  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 30 20 30 55 150 230 595 15 35 495 245  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 30 20 30 55 150 230 595 15 35 495 245  
 OvlAdjVol: 95

Saturation Flow Module:  
 Sat/Lane: 1600 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 1.20 0.80 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 0 1920 1280 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.02 0.02 0.02 0.03 0.09 0.14 0.19 0.01 0.02 0.15 0.15  
 OvlAdjV/S: 0.06  
 Crit Moves: \*\*\*\* \*\*



## 2016 Plus Alternative 2: Reduced Project PM Peak Hour

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Scenario: Scenario Report  
 2016 Reduced PM Peak

Command: 2016 Reduced PM Peak  
 Volume: 2016 Reduced PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 2	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.824	D xxxxx	0.824	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.682	B xxxxx	0.682	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.752	C xxxxx	0.752	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.830	D xxxxx	0.830	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.507	A xxxxx	0.507	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.885	D xxxxx	0.885	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.850	D xxxxx	0.850	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.537	A xxxxx	0.537	+ 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  
\*\*\*\*\*

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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 570	0 0 205 685	0 0 0 0	20 245 345
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 1.00 1.00
Initial Bse:	5 570	0 0 205 685	0 0 0 0	20 245 345
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:	5 570	0 0 205 685	0 0 0 0	20 245 345
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 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	5 570	0 0 205 685	0 0 0 0	20 245 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	5 570	0 0 205 685	0 0 0 0	20 245 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 570	0 0 205 685	0 0 0 0	20 245 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 0.06 0.24	0.00 0.00 0.00	0.01 0.08 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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.456
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      250 0 0      430 700 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
Initial Bse:    0 0 0 0      250 0 0      430 700 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 0 0 0      250 0 0      430 700 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      250 0 0      430 700 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      250 0 0      430 700 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      250 0 0      430 700 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.824
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    106         Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      675 0 920 0 0 0 0 0 2510 340 0 2300 90
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    675 0 920 0 0 0 0 0 2510 340 0 2300 90
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:    675 0 920 0 0 0 0 0 2510 340 0 2300 90
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    675 0 0 0 0 0 0 0 2510 340 0 2300 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   675 0 0 0 0 0 0 0 2510 340 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   675 0 0 0 0 0 0 0 2510 340 0 2300 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.54 0.00
Crit Volume:   338          0          837          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 515 310 0 295 0 0 0 0 0 245 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: 0 515 310 0 295 0 0 0 0 0 245 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 0.36 0.22 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 515 0 0 123  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
Base Vol: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 215 410 260 200  
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: 125 0 190 65 0 10 35 190 0 410 260 200  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 0 190 65 0 10 35 190 0 410 260 200  
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: 125 0 190 65 0 10 35 190 0 410 260 200

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.31 1.69 1.00 0.94 0.60 0.46  
Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1508 956 736

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.12 0.04 0.00 0.01 0.07 0.07 0.00 0.27 0.27 0.27  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 85 80 135 185 45 180 35 1535 35 40 1330 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: 85 80 135 185 45 180 35 1535 35 40 1330 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: 85 80 135 185 45 180 35 1535 35 40 1330 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: 85 80 135 185 45 180 35 1535 35 40 1330 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 80 135 185 45 180 35 1535 35 40 1330 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: 85 80 135 185 45 180 35 1535 35 40 1330 185

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 25 280 115 400 275 130 70 1350 10 50 1200 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: 25 280 115 400 275 130 70 1350 10 50 1200 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: 25 280 115 400 275 130 70 1350 10 50 1200 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: 25 280 115 400 275 130 70 1350 10 50 1200 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 280 115 400 275 130 70 1350 10 50 1200 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: 25 280 115 400 275 130 70 1350 10 50 1200 355

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected				
Rights:	Ignore		Ignore		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	1	0	1

Volume Module:  
Base Vol: 325 195 30 170 155 60 90 1255 395 20 1160 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: 325 195 30 170 155 60 90 1255 395 20 1160 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: 325 195 30 170 155 60 90 1255 395 20 1160 195  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 325 195 0 170 155 0 90 1255 395 20 1160 195  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 325 195 0 170 155 0 90 1255 395 20 1160 195  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 325 195 0 170 155 0 90 1255 395 20 1160 195

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.20 0.06 0.00 0.11 0.05 0.00 0.06 0.34 0.34 0.01 0.36 0.12  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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

Street Name: Farragut 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:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	3	0	1	0	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60  
Growth Adj: 1.00 1.00 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 70 0 390 140 1605 0 0 1585 60  
Added Vol: 0 0 0 0 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 70 0 390 140 1605 0 0 1585 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 70 0 390 140 1605 0 0 1585 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 0 390 140 1605 0 0 1585 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.38 0.00 0.00 0.37 0.04  
Crit Volume: 0 390 0 528  
Crit Moves: \*\*\*\*

\*\*\*\*\*



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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 174 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	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: 255 360 190 225 185 50 90 1410 215 90 1505 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: 255 360 190 225 185 50 90 1410 215 90 1505 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: 255 360 190 225 185 50 90 1410 215 90 1505 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 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 255 360 190 225 185 50 90 1410 215 90 1505 160  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 255 360 190 225 185 50 90 1410 215 90 1505 160  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 255 360 190 225 185 50 90 1410 215 90 1505 160

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.24 1.76 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1773 2502 1425 1425 3365 910 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.14 0.14 0.13 0.16 0.05 0.05 0.06 0.49 0.00 0.06 0.53 0.11  
Crit Volume: 205 225 90 753  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 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: 20 195 665 20 245 110 110 985 15 365 1360 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 195 665 20 245 110 110 985 15 365 1360 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 195 665 20 245 110 110 985 15 365 1360 35

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.23 0.01 0.09 0.08 0.08 0.35 0.01 0.13 0.49 0.49  
Crit Volume: 195 20 110 698  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:  
Base Vol: 85 280 80 100 315 35 65 0 15 130 0 310  
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: 85 280 80 100 315 35 65 0 15 130 0 310  
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: 85 280 80 100 315 35 65 0 15 130 0 310  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 85 280 0 100 315 35 65 0 15 130 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 280 0 100 315 35 65 0 15 130 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 85 280 0 100 315 35 65 0 15 130 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2475 275 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.10 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.09 0.00 0.00  
Crit Volume: 85 175 65 130  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
Base Vol: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 75  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 5 175 75 5 185 130 480 0 30 445 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: 10 5 175 75 5 185 130 480 0 30 445 75

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.03 0.97 1.00 0.03 0.97 0.43 1.57 0.00 0.11 1.62 0.27  
Final Sat.: 1500 42 1458 1500 39 1461 639 2361 0 164 2427 409

Capacity Analysis Module:  
Vol/Sat: 0.01 0.12 0.12 0.05 0.13 0.13 0.20 0.20 0.00 0.18 0.18 0.18  
Crit Volume: 180 75 130 275  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 41 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	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:	40	70	5	25	25	245	360	575	5	10	600	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	575	5	10	600	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	575	5	10	600	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.77	1.22	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1149	1835	16	47	2791	163

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.31	0.31	0.31	0.21	0.22	0.21
Crit Volume:	40			245	360					323		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	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:	175	25	125	10	5	30	15	735	20	15	820	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	125	10	5	30	15	735	20	15	820	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	125	10	5	30	15	735	20	15	820	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:	1.00	0.17	0.83	1.00	0.14	0.86	0.04	1.91	0.05	0.03	1.90	0.07
Final Sat.:	1500	250	1250	1500	214	1286	58	2864	78	52	2844	104

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:	175			35	15					433		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	700	40	20	1060	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:	65	0	45	10	5	30	20	700	40	20	1060	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.84	0.11	0.04	1.93	0.03
Final Sat.:	1500	273	1227	333	167	1000	79	2763	158	55	2904	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.25	0.25	0.25	0.37	0.36	0.37
Crit Volume:	65			45	20					548		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 58 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd  
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	0	1	0	1	0	1	0	1	0	1	1

Volume Module:

Base Vol:	0	0	0	40	0	145	160	715	0	0	970	225
Growth Adj:	1.00	1.00	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	40	0	145	160	715	0	0	970	225
Added Vol:	0	0	0	0	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	40	0	145	160	715	0	0	970	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	40	0	145	160	715	0	0	970	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	715	0	0	970	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	40	0	145	160	715	0	0	970	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1948	452

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.30	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160					598		
Crit Moves:				****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 85 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 565 0 520 50 440 0 0 1020 630  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 565 0 520 50 440 0 0 1020 630  
Added Vol: 0 0 0 0 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 0 565 0 520 50 440 0 0 1020 630  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 565 0 0 50 440 0 0 1020 630  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 565 0 0 50 440 0 0 1020 630  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 565 0 0 50 440 0 0 1020 630

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.15 0.00 0.00 0.34 0.42  
Crit Volume: 0 565 50 630  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 220  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 225 0 200 215 1460 0 0 1055 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 0 0 225 0 200 215 1460 0 0 1055 220

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 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 3537 738

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.14 0.15 0.51 0.00 0.00 0.30 0.30  
Crit Volume: 0 225 730 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*

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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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		Ignore		WideBypass		Ignore						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	1	0	0	2	1	0	0	2	1	0

Volume Module:  
 Base Vol: 0 0 75 0 0 0 0 1825 0 0 1340 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: 0 0 75 0 0 0 0 1825 0 0 1340 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: 0 0 75 0 0 0 0 1825 0 0 1340 85  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1825 0 0 1340 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1825 0 0 1340 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1825 0 0 1340 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.51 0.00 0.00 0.37 0.00  
 Crit Volume: 0 0 608 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 101 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy  
 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:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 140  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 520 105 15 350 130 205 1605 5 115 1150 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: 0 520 105 15 350 130 205 1605 5 115 1150 140

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.16 0.07 0.01 0.11 0.08 0.13 0.50 0.00 0.07 0.36 0.09  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 40 70 320 220 105 25 25 1840 30 90 1275 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: 40 70 320 220 105 25 25 1840 30 90 1275 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: 40 70 320 220 105 25 25 1840 30 90 1275 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: 40 70 320 220 105 25 25 1840 30 90 1275 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 320 220 105 25 25 1840 30 90 1275 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: 40 70 320 220 105 25 25 1840 30 90 1275 195

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.60 0.40
Final Sat.: 582 1018 1600 1083 517 1600 1600 4723 77 1600 4163 637

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.39 0.39 0.06 0.31 0.31
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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: Include Include Include Ovl
Min. Green: 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 2 0 1

Volume Module:

Base Vol: 5 30 35 110 15 115 160 905 0 5 715 390
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 30 35 110 15 115 160 905 0 5 715 390
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 30 35 110 15 115 160 905 0 5 715 390
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 30 35 110 15 115 160 905 0 5 715 390
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 35 110 15 115 160 905 0 5 715 390
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 30 35 110 15 115 160 905 0 5 715 390
OvlAdjVol: 275

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.14 0.86 1.00 1.76 0.24 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1371 1600 2816 384 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.07 0.10 0.28 0.00 0.00 0.22 0.24
OvlAdjV/S: 0.17

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

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## 2023 Without Project AM Peak Hour



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 Year 2023 AM Peak - WO Project W ICTF  
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Scenario: 2023 WO Project AM Peak  
 Scenario Report  
 Command: 2023 WO Project AM Peak  
 Volume: 2023 WO Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Year 2023 AM Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.806	D xxxxx	0.806	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.451	A xxxxx	0.451	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.671	B xxxxx	0.671	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.431	A xxxxx	0.431	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.422	A xxxxx	0.422	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.657	B xxxxx	0.657	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.379	A xxxxx	0.379	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.785	C xxxxx	0.785	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 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  
 \*\*\*\*\*

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 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	2	0	0	2	0	1	0

Volume Module:  
 Base Vol: 0 25 0 0 0 260 670 0 0 0 0 10 360 145  
 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 1.00 1.00  
 Initial Bse: 0 25 0 0 0 260 670 0 0 0 0 10 360 145  
 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 25 0 0 0 260 670 0 0 0 0 10 360 145  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 25 0 0 0 260 670 0 0 0 0 10 360 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 25 0 0 0 260 670 0 0 0 0 10 360 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 25 0 0 0 260 670 0 0 0 0 10 360 0

Saturation Flow Module:  
 Sat/Lane: 1600 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 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 0.01 0.00 0.00 0.08 0.23 0.00 0.00 0.00 0.01 0.11 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
*****
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
*****
Approach:         North Bound      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 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 0 265 0 0 25 490 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
Initial Bse:      0 0 0 265 0 0 25 490 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 0 0 265 0 0 25 490 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 265 0 0 25 490 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 265 0 0 25 490 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 265 0 0 25 490 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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 0.08 0.00 0.00 0.01 0.15 0.00 0.00 0.00 0.00
Crit Moves:      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.377
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:           Include       Include         Include       Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 200 0 0 0 170 135 0 0 0 0 0 615 230
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 1.00
Initial Bse:      0 200 0 0 0 170 135 0 0 0 0 0 615 230
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:     0 200 0 0 0 170 135 0 0 0 0 0 615 230
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 200 0 0 0 170 135 0 0 0 0 0 615 230
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 200 0 0 0 170 135 0 0 0 0 0 615 230
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 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 0 0 0 170 135 0 0 0 0 0 615 230
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 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 1.00
Lanes:           0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:      0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.06 0.00 0.00 0.05 0.08 0.00 0.00 0.00 0.00 0.00 0.19 0.08
Crit Moves:      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      170 0 0      200 345 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
Initial Bse:    0 0 0 0      170 0 0      200 345 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 0 0 0      170 0 0      200 345 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      170 0 0      200 345 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.06 0.00 0.00 0.13 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.806
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    96           Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Ovl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      545 0 670 0 0 0 0 0 2630 345 0 2105 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:    545 0 670 0 0 0 0 0 2630 345 0 2105 25
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:   545 0 670 0 0 0 0 0 2630 345 0 2105 25
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    545 0 0 0 0 0 0 0 2630 345 0 2105 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   545 0 0 0 0 0 0 0 2630 345 0 2105 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   545 0 0 0 0 0 0 0 2630 345 0 2105 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.24 0.00 0.49 0.00
Crit Volume:   273          0          877          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 245 210 0 440 0 0 0 0 0 435 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: 0 245 210 0 440 0 0 0 0 0 435 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: 0 245 210 0 440 0 0 0 0 0 435 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 245 210 0 440 0 0 0 0 0 435 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 245 210 0 440 0 0 0 0 0 435 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 245 210 0 440 0 0 0 0 0 435 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  
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 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.15 0.00 0.00  
Crit Volume: 245 0 0 217  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 59 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
Base Vol: 135 15 305 70 25 5 10 245 35 250 170 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  
Initial Bse: 135 15 305 70 25 5 10 245 35 250 170 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: 135 15 305 70 25 5 10 245 35 250 170 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 135 15 305 70 25 5 10 245 0 250 170 75  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 135 15 305 70 25 5 10 245 0 250 170 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 135 15 305 70 25 5 10 245 0 250 170 75

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.67 0.33 0.08 1.92 1.00 1.00 0.70 0.30  
Final Sat.: 2880 1600 1600 1600 2667 533 125 3075 1600 1600 1115 485

Capacity Analysis Module:  
Vol/Sat: 0.05 0.01 0.19 0.04 0.01 0.01 0.08 0.08 0.00 0.16 0.15 0.15  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 110 105 105 75 55 80 35 770 30 45 1465 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: 110 105 105 75 55 80 35 770 30 45 1465 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: 110 105 105 75 55 80 35 770 30 45 1465 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: 110 105 105 75 55 80 35 770 30 45 1465 270  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 110 105 105 75 55 80 35 770 30 45 1465 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: 110 105 105 75 55 80 35 770 30 45 1465 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: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00  
 Final Sat.: 1600 800 800 571 419 610 1600 4620 180 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.17 0.17 0.03 0.31 0.17  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 45 310 50 250 240 110 35 850 225 55 1195 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: 45 310 50 250 240 110 35 850 225 55 1195 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: 45 310 50 250 240 110 35 850 225 55 1195 370  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 45 310 50 250 240 110 35 850 225 55 1195 370  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 45 310 50 250 240 110 35 850 225 55 1195 370  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 45 310 50 250 240 110 35 850 225 55 1195 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.37 0.63 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3795 1005 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.10 0.03 0.16 0.08 0.07 0.02 0.22 0.22 0.03 0.25 0.23  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B
\*\*\*\*\*
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 200 80 15 255 100 20 40 845 95 30 1020 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: 200 80 15 255 100 20 40 845 95 30 1020 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: 200 80 15 255 100 20 40 845 95 30 1020 265
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 80 0 255 100 0 40 845 95 30 1020 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 80 0 255 100 0 40 845 95 30 1020 265
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 200 80 0 255 100 0 40 845 95 30 1020 265
Saturation Flow Module:
Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.13 0.03 0.00 0.16 0.03 0.00 0.03 0.20 0.20 0.02 0.32 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Anaheim St / Farragut Ave
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A
\*\*\*\*\*
Street Name: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
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 3 0 0 1
Volume Module:
Base Vol: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 50
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
Crit Volume: 0 15 205 423
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford 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: 57 Level Of Service: B

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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			
Control:	Split Phase		Split Phase		Permitted		Permitted					
Rights:	Include		Include		Ignore		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	0	1	1	0	2	1	0			
Volume Module:												
Base Vol:	155	195	55	165	195	40	30	1075	295	55	1290	120
Growth Adj:	1.00	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	195	55	165	195	40	30	1075	295	55	1290	120
Added Vol:	0	0	0	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	195	55	165	195	40	30	1075	295	55	1290	120
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:	155	195	55	165	195	40	30	1075	0	55	1290	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	195	55	165	195	40	30	1075	0	55	1290	120
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:	155	195	55	165	195	40	30	1075	0	55	1290	120
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	1.67	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1893	2382	1425	1425	3547	728	1425	2850	1425	1425	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.12	0.05	0.05	0.02	0.38	0.00	0.04	0.45	0.08
Crit Volume:	117	165					30			645		
Crit Moves:	***	***					***			***		

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

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Street Name:	Alameda St				Anaheim St							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected					
Rights:	Ovl		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1		
Volume Module:												
Base Vol:	20	170	540	25	240	120	115	840	20	375	975	45
Growth Adj:	1.00	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	170	540	25	240	120	115	840	20	375	975	45
Added Vol:	0	0	0	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	170	540	25	240	120	115	840	20	375	975	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	540	25	240	120	115	840	20	375	975	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	170	540	25	240	120	115	840	20	375	975	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	170	540	25	240	120	115	840	20	375	975	45
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2724	126
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.19	0.02	0.08	0.08	0.08	0.29	0.01	0.13	0.36	0.36
Crit Volume:	170	25					115			510		
Crit Moves:	***	***					***			***		

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

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp			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		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	140	270	110	175	345	30	90	10	160	85	10	80
Growth Adj:	1.00	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	270	110	175	345	30	90	10	160	85	10	80
Added Vol:	0	0	0	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	270	110	175	345	30	90	10	160	85	10	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	270	0	175	345	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	270	0	175	345	30	90	10	160	85	10	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	270	0	175	345	30	90	10	160	85	10	0

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	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2530	220	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.14	0.14	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140			188			170			95		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	Broad Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	5	30	85	5	140	110	285	10	155	330	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	285	10	155	330	60
Added Vol:	0	0	0	0	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	30	85	5	140	110	285	10	155	330	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	285	10	155	330	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	285	10	155	330	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	30	85	5	140	110	285	10	155	330	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.54	1.41	0.05	0.57	1.21	0.22
Final Sat.:	1500	214	1286	1500	52	1448	815	2111	74	853	1817	330

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145	110					273		
Crit Moves:	****			****	****					****		

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

\*\*\*\*\*

Street Name:	Avalon Blvd				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	30	20	10	25	160	240	370	305	135	25	445	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:	30	20	10	25	160	240	370	305	135	25	445	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:	30	20	10	25	160	240	370	305	135	25	445	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	10	25	160	240	370	305	135	25	445	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	25	160	240	370	305	135	25	445	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	25	160	240	370	305	135	25	445	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.12	0.88	1.00	0.92	0.75	0.33	0.10	1.80	0.10
Final Sat.:	1500	1000	500	176	1324	1500	1370	1130	500	152	2697	152

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.12	0.16	0.27	0.27	0.27	0.17	0.16	0.17
Crit Volume:	30			240	370					248		
Crit Moves:	****			****	****					****		

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 25 Level Of Service: A

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Street Name:	Fries Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	630	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:	1.00	0.20	0.80	1.00	0.57	0.43	0.05	1.69	0.26	0.13	1.84	0.03
Final Sat.:	1500	300	1200	1500	857	643	74	2540	387	197	2759	44

Capacity Analysis Module:

Vol/Sat:	0.10	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.23	0.23	0.23
Crit Volume:	145					35		408		45		
Crit Moves:	****					****		****		****		

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 21 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	830	5	20	685	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	0	25	20	5	20	5	830	5	20	685	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	0	25	20	5	20	5	830	5	20	685	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	0	25	20	5	20	5	830	5	20	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	830	5	20	685	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:	0	0	25	20	5	20	5	830	5	20	685	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.05	1.92	0.03
Final Sat.:	0	1500	1500	667	167	667	18	2964	18	84	2874	42

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20					420	20		
Crit Moves:	****	****							****	****		

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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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: 31 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	120	0	180	90	755	0	0	670	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:	0	0	0	120	0	180	90	755	0	0	670	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:	0	0	0	120	0	180	90	755	0	0	670	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	180	90	755	0	0	670	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	180	90	755	0	0	670	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	180	90	755	0	0	670	85

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.80	0.20	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	0	1200	0	960	240	1200	1200	2400	0	1200	2130	270

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.08	0.31	0.00	0.00	0.31	0.31
Crit Volume:						180	90				378	
Crit Moves:				****	****	****	****	****			****	****

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 42 Level Of Service: B

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Street Name:	Figueroa St				Harry Bridges Blvd												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted						
Rights:	Include		Ignore		Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	480	0	320	50	450	0	0	395	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:	0	0	0	480	0	320	50	450	0	0	395	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:	0	0	0	480	0	320	50	450	0	0	395	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	480	0	0	50	450	0	0	395	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	0	50	450	0	0	395	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	0	50	450	0	0	395	455

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.03	0.15	0.00	0.00	0.13	0.30
Crit Volume:	0			480			50			455		
Crit Moves:				****			****			****		

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

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Intersection #21 PCH / Alameda St Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.585  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: A

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Street Name:	Alameda St Ramp				PCH													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0							
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	185	0	220	215	1005	0	0	1000	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	0	0	185	0	220	215	1005	0	0	1000	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	0	0	185	0	220	215	1005	0	0	1000	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	0	0	185	0	220	215	1005	0	0	1000	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	220	215	1005	0	0	1000	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	0	0	185	0	220	215	1005	0	0	1000	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	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	3577	698

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.15	0.35	0.00	0.00	0.28	0.28
Crit Volume:	0						220	215			398	
Crit Moves:				****			****	****		****		

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

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Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 37 Level Of Service: A

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Street Name:	Site Entrance			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Ignore	WideBypass	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	130	0	0	20	0	1310	55	0	1325	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	0	130	0	0	20	0	1310	55	0	1325	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	0	130	0	0	20	0	1310	55	0	1325	285
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1310	55	0	1325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1310	55	0	1325	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1310	55	0	1325	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	2.88	0.12	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3455	145	0	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.38	0.00	0.37	0.00
Crit Volume:	0	0	0	0	0	0	0	455	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: C

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Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	120	215	100	15	290	85	60	1170	30	75	1415	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:	120	215	100	15	290	85	60	1170	30	75	1415	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:	120	215	100	15	290	85	60	1170	30	75	1415	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	215	100	15	290	85	60	1170	30	75	1415	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	215	100	15	290	85	60	1170	30	75	1415	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	215	100	15	290	85	60	1170	30	75	1415	110

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.06	0.01	0.09	0.05	0.04	0.37	0.02	0.05	0.44	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #24 Pacific Coast Hwy / Harbor Ave  
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Cycle (sec): 180 Critical Vol./Cap.(X): 0.647  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 50 25 105 205 75 45 10 1240 20 90 1735 90  
 Growth Adj: 1.00 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 25 105 205 75 45 10 1240 20 90 1735 90  
 Added Vol: 0 0 0 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 25 105 205 75 45 10 1240 20 90 1735 90  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 25 105 205 75 45 10 1240 20 90 1735 90  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 25 105 205 75 45 10 1240 20 90 1735 90  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 50 25 105 205 75 45 10 1240 20 90 1735 90

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.85 0.15  
 Final Sat.: 1067 533 1600 1171 429 1600 1600 4724 76 1600 4563 237

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.38 0.38  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 25 5 115 70 145 150 620 10 25 715 280  
 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 5 115 70 145 150 620 10 25 715 280  
 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 5 115 70 145 150 620 10 25 715 280  
 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 5 115 70 145 150 620 10 25 715 280  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 25 5 115 70 145 150 620 10 25 715 280  
 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 5 115 70 145 150 620 10 25 715 280  
 OvlAdjVol: 135

Saturation Flow Module:  
 Sat/Lane: 1600 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 1.24 0.76 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 457 2286 457 1989 1211 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.06 0.06 0.09 0.09 0.19 0.01 0.02 0.22 0.17  
 OvlAdjV/S: 0.08  
 Crit Moves: \*\*\*\* \*\*

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## 2023 Without Project MD Peak Hour

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 Port of Los Angeles  
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Scenario: 2023 WO Project MD Peak Scenario Report  
 Command: 2023 WO Project MD Peak  
 Volume: 2023 WO Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.301	A xxxxx	0.301	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.571	A xxxxx	0.571	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.677	B xxxxx	0.677	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.240	A xxxxx	0.240	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.547	A xxxxx	0.547	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.523	A xxxxx	0.523	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367  
 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 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	2	0	0	0	0	1	0

Volume Module:  
 Base Vol: 0 55 0 0 90 435 0 0 0 5 210 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 55 0 0 90 435 0 0 0 5 210 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 55 0 0 90 435 0 0 0 5 210 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 55 0 0 90 435 0 0 0 5 210 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 55 0 0 90 435 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 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 55 0 0 90 435 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 0.02 0.00 0.00 0.03 0.15 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
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
Approach: North Bound 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 95 0 0 55 565 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 95 0 0 55 565 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 95 0 0 55 565 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 95 0 0 55 565 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 95 0 0 55 565 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 95 0 0 55 565 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 0.03 0.00 0.00 0.02 0.18 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 110 0 0 0 200 130 0 0 0 0 0 385 255
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 1.00 1.00
Initial Bse: 0 110 0 0 0 200 130 0 0 0 0 0 385 255
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: 0 110 0 0 0 200 130 0 0 0 0 0 385 255
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 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 110 0 0 0 200 130 0 0 0 0 0 385 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 110 0 0 0 200 130 0 0 0 0 0 385 255
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 1.00 1.00
MLF Adj: 1.00 1.00 1.00 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 0 0 0 200 130 0 0 0 0 0 385 255
Saturation Flow Module:
Sat/Lane: 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 1.00 1.00 1.00 1.00 0.90 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.00 0.00 0.06 0.08 0.00 0.00 0.00 0.00 0.00 0.12 0.09
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.301
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:        Include         Include         Include         Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 200 0 0 110 420 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
Initial Bse:   0 0 0 200 0 0 110 420 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 0 0 200 0 0 110 420 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 200 0 0 110 420 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 200 0 0 110 420 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 200 0 0 110 420 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.07 0.00 0.00 0.07 0.13 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 #5 Seaside Ave / Navy Way
*****
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:    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:      Permitted      Permitted      Protected      Protected
Rights:        Ignore         Include         Owl            Ignore
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      435 0 340 0 0 0 0 1380 30 0 1400 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:   435 0 340 0 0 0 0 1380 30 0 1400 30
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:   435 0 340 0 0 0 0 1380 30 0 1400 30
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   435 0 0 0 0 0 0 1380 30 0 1400 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  435 0 0 0 0 0 0 1380 30 0 1400 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 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  435 0 0 0 0 0 0 1380 30 0 1400 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 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.15 0.00 0.00 0.00 0.00 0.00 0.00 0.32 0.02 0.00 0.33 0.00
Crit Volume:  217          0          0          467
Crit Moves:   ****          ****          ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 360 295 5 400 0 0 0 0 0 425 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
Initial Bse: 0 360 295 5 400 0 0 0 0 0 425 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: 0 360 295 5 400 0 0 0 0 0 425 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 360 295 5 400 0 0 0 0 0 425 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 360 295 5 400 0 0 0 0 0 425 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 360 295 5 400 0 0 0 0 0 425 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.25 0.21 0.00 0.14 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 360 5 0 213
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 135 15 155 50 40 5 10 220 40 250 200 160
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: 135 15 155 50 40 5 10 220 40 250 200 160
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: 135 15 155 50 40 5 10 220 40 250 200 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 135 15 155 50 40 5 10 220 0 250 200 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 15 155 50 40 5 10 220 0 250 200 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 135 15 155 50 40 5 10 220 0 250 200 160

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.78 0.22 0.09 1.91 1.00 0.82 0.66 0.52
Final Sat.: 2880 1600 1600 1600 2844 356 139 3061 1600 1311 1049 839

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.10 0.03 0.01 0.01 0.07 0.07 0.00 0.19 0.19 0.19
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 110 95 180 165 85 110 35 1085 45 45 1085 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: 110 95 180 165 85 110 35 1085 45 45 1085 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: 110 95 180 165 85 110 35 1085 45 45 1085 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: 110 95 180 165 85 110 35 1085 45 45 1085 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 95 180 165 85 110 35 1085 45 45 1085 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: 110 95 180 165 85 110 35 1085 45 45 1085 220

Saturation Flow Module:

Sat/Lane: 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: 1.00 0.35 0.65 0.46 0.24 0.30 1.00 2.88 0.12 1.00 3.00 1.00
Final Sat.: 1600 553 1047 733 378 489 1600 4609 191 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.17 0.17 0.10 0.22 0.22 0.02 0.24 0.24 0.03 0.23 0.14
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 30 230 60 175 160 120 80 920 25 50 1010 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: 30 230 60 175 160 120 80 920 25 50 1010 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: 30 230 60 175 160 120 80 920 25 50 1010 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 230 60 175 160 120 80 920 25 50 1010 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 230 60 175 160 120 80 920 25 50 1010 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 230 60 175 160 120 80 920 25 50 1010 250

Saturation Flow Module:

Sat/Lane: 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.92 0.08 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4673 127 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.04 0.11 0.05 0.08 0.05 0.20 0.20 0.03 0.21 0.16
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 105 75 0 125 80 15 55 815 75 15 905 205
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: 105 75 0 125 80 15 55 815 75 15 905 205
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: 105 75 0 125 80 15 55 815 75 15 905 205
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 105 75 0 125 80 0 55 815 75 15 905 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 75 0 125 80 0 55 815 75 15 905 205
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 75 0 125 80 0 55 815 75 15 905 205

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4396 404 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.02 0.00 0.08 0.03 0.00 0.03 0.19 0.19 0.01 0.28 0.13
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Anaheim St / Farragut 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: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
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 3 0 0 1

Volume Module:

Base Vol: 0 0 0 20 0 215 155 1020 0 0 880 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 0 0 20 0 215 155 1020 0 0 880 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 0 0 20 0 215 155 1020 0 0 880 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 0 0 20 0 215 155 1020 0 0 880 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 215 155 1020 0 0 880 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 20 0 215 155 1020 0 0 880 35

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.11 0.24 0.00 0.00 0.21 0.02
Crit Volume: 0 215 0 293
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #12 Anaheim St / Henry Ford Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
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
Volume Module:
Base Vol: 210 195 105 215 260 80 100 950 215 105 1005 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: 210 195 105 215 260 80 100 950 215 105 1005 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: 210 195 105 215 260 80 100 950 215 105 1005 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: 210 195 105 215 260 80 100 950 0 105 1005 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 210 195 105 215 260 80 100 950 0 105 1005 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: 210 195 105 215 260 80 100 950 0 105 1005 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: 1.56 1.44 1.00 1.00 2.29 0.71 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2217 2058 1425 1425 3269 1006 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.07 0.15 0.08 0.08 0.07 0.33 0.00 0.07 0.35 0.14
Crit Volume: 135 215 100 503
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #13 Anaheim St / Alameda 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: 39 Level Of Service: A
Street Name: Alameda St 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: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 5 145 340 20 120 115 90 860 15 210 940 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: 5 145 340 20 120 115 90 860 15 210 940 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: 5 145 340 20 120 115 90 860 15 210 940 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 145 340 20 120 115 90 860 15 210 940 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 145 340 20 120 115 90 860 15 210 940 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 145 340 20 120 115 90 860 15 210 940 25
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2776 74
Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.12 0.01 0.04 0.08 0.06 0.30 0.01 0.07 0.34 0.34
Crit Volume: 145 20 90 483
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	145	390	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218			60			40		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	410	0	30	330	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	10	130	10	10	30	65	410	0	30	330	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	10	130	10	10	30	65	410	0	30	330	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	10	130	10	10	30	65	410	0	30	330	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	410	0	30	330	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	410	0	30	330	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	411	2589	0	231	2538	231

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:				140	10		238			30		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	30	30	10	5	95	125	185	415	35	15	365	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:	30	30	10	5	95	125	185	415	35	15	365	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:	30	30	10	5	95	125	185	415	35	15	365	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:	30	30	10	5	95	125	185	415	35	15	365	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	415	35	15	365	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:	30	30	10	5	95	125	185	415	35	15	365	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:	0.86	0.86	0.28	0.04	0.96	1.00	0.58	1.31	0.11	0.07	1.83	0.10
Final Sat.:	1286	1286	429	67	1433	1500	874	1961	165	113	2738	150

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.13	0.13	0.13
Crit Volume:	30			125	185		200					273
Crit Moves:	****			****	****		****					****

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 22 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	170	20	70	5	10	25	20	465	50	20	515	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:	170	20	70	5	10	25	20	465	50	20	515	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:	170	20	70	5	10	25	20	465	50	20	515	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:	170	20	70	5	10	25	20	465	50	20	515	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	20	70	5	10	25	20	465	50	20	515	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:	170	20	70	5	10	25	20	465	50	20	515	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:	1.00	0.22	0.78	1.00	0.29	0.71	0.07	1.74	0.19	0.07	1.89	0.04
Final Sat.:	1500	333	1167	1500	429	1071	112	2607	280	110	2835	55

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.18	0.18	0.18	0.18	0.18
Crit Volume:	170				35	20						273
Crit Moves:	****				****	****						****

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.240  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Neptune Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.60	0.00	0.40	0.03	1.95	0.02	0.03	1.92	0.05
Final Sat.:	0	1500	1500	900	0	600	50	2926	25	47	2883	70

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.20	0.20	0.20	0.21	0.21	0.21
Crit Volume:	15	15	15	15	15	15	10	10	10	320	320	320
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

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Street Name:	King Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	0	25	0	125	120	665	0	0	605	55
Growth Adj:	1.00	1.00	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	25	0	125	120	665	0	0	605	55
Added Vol:	0	0	0	0	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	25	0	125	120	665	0	0	605	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	25	0	125	120	665	0	0	605	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	125	120	665	0	0	605	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	25	0	125	120	665	0	0	605	55

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.33	0.67	1.00	1.00	2.00	0.00	1.00	1.83	0.17
Final Sat.:	0	1200	0	400	800	1200	1200	2400	0	1200	2200	200

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.28	0.00	0.00	0.28	0.28
Crit Volume:	0	0	0	125	120	120	120	120	0	0	330	330
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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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: 29 Level Of Service: A

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Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	2	0

Volume Module:

Base Vol:	0	0	0	350	0	345	45	265	0	0	330	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	0	0	350	0	345	45	265	0	0	330	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	0	0	350	0	345	45	265	0	0	330	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	45	265	0	0	330	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	45	265	0	0	330	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	45	265	0	0	330	360

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.03	0.09	0.00	0.00	0.11	0.24
Crit Volume:	0			350			45			360		
Crit Moves:		****		****			****			****		

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

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0

Volume Module:

Base Vol:	0	0	0	155	0	115	190	1145	0	0	1105	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	115	190	1145	0	0	1105	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	115	190	1145	0	0	1105	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	115	190	1145	0	0	1105	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	115	190	1145	0	0	1105	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	115	190	1145	0	0	1105	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	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3620	655

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.13	0.40	0.00	0.00	0.31	0.31
Crit Volume:	0			155			190			435		
Crit Moves:		****		****			****			****		

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #22 Pacific Coast Hwy / Site Entrance
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: Site Entrance Pacific Coast Hwy
Approach: North Bound South 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 Ignore WideBypass Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0 0
Volume Module:
Base Vol: 0 0 205 0 0 30 0 1535 25 0 1390 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 0 205 0 0 30 0 1535 25 0 1390 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 0 205 0 0 30 0 1535 25 0 1390 175
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 0 0 0 0 1535 25 0 1390 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1535 25 0 1390 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 0 0 0 0 0 1535 25 0 1390 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.00 1.00 0.00 2.95 0.05 0.00 3.00 0.00
Final Sat.: 0 0 1200 0 0 1200 0 3542 58 0 3600 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.43 0.00 0.39 0.00
Crit Volume: 0 0 520 0
Crit Moves: \*\*\*\* \*\*\*\*

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Level of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
Intersection #23 Pacific Coast Hwy / Santa Fe Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B
Street Name: Santa Fe Ave Pacific Coast Hwy
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: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1
Volume Module:
Base Vol: 5 325 130 10 245 85 90 1165 10 0 1090 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 325 130 10 245 85 90 1165 10 0 1090 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 325 130 10 245 85 90 1165 10 0 1090 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 325 130 10 245 85 90 1165 10 0 1090 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 325 130 10 245 85 90 1165 10 0 1090 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 325 130 10 245 85 90 1165 10 0 1090 120
Saturation Flow Module:
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
Capacity Analysis Module:
Vol/Sat: 0.00 0.10 0.08 0.01 0.08 0.05 0.06 0.36 0.01 0.00 0.34 0.08
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.684  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 60 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 35 40 250 210 60 50 15 1280 20 95 1295 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: 35 40 250 210 60 50 15 1280 20 95 1295 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: 35 40 250 210 60 50 15 1280 20 95 1295 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 35 40 250 210 60 50 15 1280 20 95 1295 175  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 40 250 210 60 50 15 1280 20 95 1295 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 35 40 250 210 60 50 15 1280 20 95 1295 175

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.47 0.53 1.00 0.78 0.22 1.00 1.00 2.95 0.05 1.00 2.64 0.36  
 Final Sat.: 747 853 1600 1244 356 1600 1600 4726 74 1600 4229 571

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.05 0.16 0.13 0.17 0.03 0.01 0.27 0.27 0.06 0.31 0.31  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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 Year 2023 MD Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 0 30 20 110 65 140 220 655 15 50 555 400  
 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: 0 30 20 110 65 140 220 655 15 50 555 400  
 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: 0 30 20 110 65 140 220 655 15 50 555 400  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 30 20 110 65 140 220 655 15 50 555 400  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 30 20 110 65 140 220 655 15 50 555 400  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 30 20 110 65 140 220 655 15 50 555 400  
 OvlAdjVol: 260

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.00 1.20 0.80 1.26 0.74 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 0 1920 1280 2011 1189 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.02 0.02 0.05 0.05 0.09 0.14 0.20 0.01 0.03 0.17 0.25  
 OvlAdjV/S: 0.16  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

## 2023 Without Project PM Peak Hour

-----  
 Port of Los Angeles  
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 Year 2023 PM Peak - WO Project W ICTF  
 -----

Scenario: 2023 WO Project PM Peak  
 Scenario Report  
 Command: 2023 WO Project PM Peak  
 Volume: 2023 WO Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 2	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 4	A xxxxx	0.297	A xxxxx	0.297	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.574	A xxxxx	0.574	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.690	B xxxxx	0.690	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.902	E xxxxx	0.902	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.462	A xxxxx	0.462	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.857	D xxxxx	0.857	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.792	C	xxxxx 0.792	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.614	B	xxxxx 0.614	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
 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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	65	0	0	95	600	0	0	0	15	320	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:	0	65	0	0	95	600	0	0	0	15	320	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:	0	65	0	0	95	600	0	0	0	15	320	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	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:	0	65	0	0	95	600	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	65	0	0	95	600	0	0	0	15	320	0
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:	0	65	0	0	95	600	0	0	0	15	320	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	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	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
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.303
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       25              Level Of Service:             A
*****
Approach:            North Bound      South Bound      East Bound      West Bound
Movement:            L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:              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          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 0          110 0 0          65 540 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
Initial Bse:          0 0 0 0          110 0 0          65 540 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 0 0 0          110 0 0          65 540 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
PHF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           0 0 0 0          110 0 0          65 540 0          0 0 0 0
Reduct Vol:           0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:         0 0 0 0          110 0 0          65 540 0          0 0 0 0
PCE Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:         0 0 0 0          110 0 0          65 540 0          0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             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 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.00 0.00 0.03 0.00 0.00 0.02 0.17 0.00 0.00 0.00 0.00
Crit Moves:           ****              ****
*****

```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:         Pier S Ave          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       Split Phase     Split Phase
Rights:               Include         Include         Include         Include
Min. Green:           0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:                0 0 2 0 0        0 0 2 0 1        0 0 0 0 0        0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:             0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
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:          0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
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:         0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
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:           0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
Reduct Vol:           0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:         0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
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:         0 115 0 0          0 0 225 85          0 0 0 0          0 0 515 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 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 0.90
Lanes:                 0.00 2.00 0.00 0.00 2.00 0.00 2.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:           0 3200 0 0          0 3200 1600 0          0 0 0 0          0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.00 0.04 0.00 0.00 0.07 0.05 0.00 0.00 0.00 0.00 0.16 0.08
Crit Moves:           ****              ****
*****

```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.297
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include       Include       Include       Include
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:           0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0 225 0 0 115 380 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
Initial Bse:     0 0 0 0 225 0 0 115 380 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 0 225 0 0 115 380 0 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 0 225 0 0 115 380 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 0 225 0 0 115 380 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 0 225 0 0 115 380 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.00
Crit Moves:     ****                ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
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:    83           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:          Permitted       Permitted       Protected       Protected
Rights:           Ignore         Include         Owl             Ignore
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:           2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        555 0 510 0 0 0 0 2490 240 0 2325 40
Growth Adj:     1.00 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 0 510 0 0 0 0 2490 240 0 2325 40
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:    555 0 510 0 0 0 0 2490 240 0 2325 40
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    555 0 0 0 0 0 0 2490 240 0 2325 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   555 0 0 0 0 0 0 2490 240 0 2325 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   555 0 0 0 0 0 0 2490 240 0 2325 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 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.17 0.00 0.54 0.00
Crit Volume:   278                0                830                0
Crit Moves:   ****                ****                ****                ****
*****
    
```

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298  
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 / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	0	340	190	0	100	0	0	0	0	170	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	340	190	0	100	0	0	0	0	170	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	340	190	0	100	0	0	0	0	170	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	340	190	0	100	0	0	0	0	170	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	190	0	100	0	0	0	0	170	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	340	190	0	100	0	0	0	0	170	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	0.24	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Volume:	340			0			0			85		
Crit Moves:	***			***			***			***		

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: A

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Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Split Phase
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	155	10	185	35	15	10	50	120	255	325	145	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:	155	10	185	35	15	10	50	120	255	325	145	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:	155	10	185	35	15	10	50	120	255	325	145	180
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:	155	10	185	35	15	10	50	120	0	325	145	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	185	35	15	10	50	120	0	325	145	180
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:	155	10	185	35	15	10	50	120	0	325	145	180

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.20	0.80	0.59	1.41	1.00	1.00	0.45	0.55
Final Sat.:	2880	1600	1600	1600	1920	1280	941	2259	1600	1600	714	886

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.12	0.02	0.01	0.01	0.05	0.05	0.00	0.20	0.20	0.20
Crit Moves:	***		***	***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1545 20 55 1305 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: 30 35 100 185 35 85 30 1545 20 55 1305 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: 30 35 100 185 35 85 30 1545 20 55 1305 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: 30 35 100 185 35 85 30 1545 20 55 1305 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1545 20 55 1305 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: 30 35 100 185 35 85 30 1545 20 55 1305 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: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.27 0.11
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 295 95 345 225 165 85 1270 10 30 1140 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: 35 295 95 345 225 165 85 1270 10 30 1140 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: 35 295 95 345 225 165 85 1270 10 30 1140 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: 35 295 95 345 225 165 85 1270 10 30 1140 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 295 95 345 225 165 85 1270 10 30 1140 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: 35 295 95 345 225 165 85 1270 10 30 1140 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 38 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 335 150 30 155 155 25 30 1225 355 20 1210 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: 335 150 30 155 155 25 30 1225 355 20 1210 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: 335 150 30 155 155 25 30 1225 355 20 1210 130  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 335 150 0 155 155 0 30 1225 355 20 1210 130  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 335 150 0 155 155 0 30 1225 355 20 1210 130  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 335 150 0 155 155 0 30 1225 355 20 1210 130

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.21 0.05 0.00 0.10 0.05 0.00 0.02 0.33 0.33 0.01 0.38 0.08  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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: 61 Level Of Service: B

Street Name: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60  
Growth Adj: 1.00 1.00 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 65 0 360 140 1485 0 0 1605 60  
Added Vol: 0 0 0 0 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 65 0 360 140 1485 0 0 1605 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 65 0 360 140 1485 0 0 1605 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 65 0 360 140 1485 0 0 1605 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04  
Crit Volume: 0 360 0 535  
Crit Moves: \*\*\*\*

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

Intersection #12 Anaheim St / Henry Ford Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
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
Volume Module:
Base Vol: 280 350 185 215 190 50 100 1310 220 90 1520 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: 280 350 185 215 190 50 100 1310 220 90 1520 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: 280 350 185 215 190 50 100 1310 220 90 1520 150
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: 280 350 185 215 190 50 100 1310 0 90 1520 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 280 350 185 215 190 50 100 1310 0 90 1520 150
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: 280 350 185 215 190 50 100 1310 0 90 1520 150
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.33 1.67 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1900 2375 1425 1425 3384 891 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.13 0.15 0.06 0.06 0.07 0.46 0.00 0.06 0.53 0.11
Crit Volume: 210 215 100 760
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

Intersection #13 Anaheim St / Alameda St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D
Street Name: Alameda St 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: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 15 295 585 30 280 140 125 970 10 315 1365 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: 15 295 585 30 280 140 125 970 10 315 1365 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: 15 295 585 30 280 140 125 970 10 315 1365 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: 15 295 585 30 280 140 125 970 10 315 1365 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 295 585 30 280 140 125 970 10 315 1365 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: 15 295 585 30 280 140 125 970 10 315 1365 50
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.01 1.99 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
Final Sat.: 1425 1433 2842 1425 2850 1425 1425 2850 1425 2850 2749 101
Capacity Analysis Module:
Vol/Sat: 0.01 0.21 0.21 0.02 0.10 0.10 0.09 0.34 0.01 0.11 0.50 0.50
Crit Volume: 293 30 125 708
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	85	300	80	105	335	35	70	0	15	115	0	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:	85	300	80	105	335	35	70	0	15	115	0	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:	85	300	80	105	335	35	70	0	15	115	0	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	300	0	105	335	35	70	0	15	115	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	300	0	105	335	35	70	0	15	115	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	300	0	105	335	35	70	0	15	115	0	0

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	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2490	260	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85			185			70			115		
Crit Moves:	****			****			****			****		

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 25 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	10	0	145	70	0	210	140	515	0	20	450	65
Growth Adj:	1.00	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	0	145	70	0	210	140	515	0	20	450	65
Added Vol:	0	0	0	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	0	145	70	0	210	140	515	0	20	450	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	145	70	0	210	140	515	0	20	450	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	145	70	0	210	140	515	0	20	450	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	145	70	0	210	140	515	0	20	450	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.43	1.57	0.00	0.07	1.69	0.24
Final Sat.:	1500	0	1500	1500	0	1500	641	2359	0	112	2523	364

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.10	0.05	0.00	0.14	0.22	0.22	0.00	0.18	0.18	0.18
Crit Volume:	145		70			140				268		
Crit Moves:	****		****			****				****		

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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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: 48 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	30	30	285	390	590	5	10	620	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:	40	70	5	30	30	285	390	590	5	10	620	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:	40	70	5	30	30	285	390	590	5	10	620	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:	40	70	5	30	30	285	390	590	5	10	620	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	30	30	285	390	590	5	10	620	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	30	30	285	390	590	5	10	620	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.79	1.20	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	261	1239	1500	1188	1797	15	45	2797	158

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.19	0.33	0.33	0.33	0.22	0.22	0.22
Crit Volume:	40			285	390	333						
Crit Moves:	****			****	****	****						

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 27 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	165	20	80	5	5	30	20	835	25	15	900	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:	165	20	80	5	5	30	20	835	25	15	900	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:	165	20	80	5	5	30	20	835	25	15	900	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:	165	20	80	5	5	30	20	835	25	15	900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	20	80	5	5	30	20	835	25	15	900	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	20	80	5	5	30	20	835	25	15	900	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:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.03	1.91	0.06
Final Sat.:	1500	300	1200	1500	214	1286	68	2847	85	48	2857	95

Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.07	0.00	0.02	0.02	0.29	0.29	0.29	0.31	0.31	0.31
Crit Volume:	165			35	20	472						
Crit Moves:	****			****	****	****						

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 26 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	0	30	15	5	25	15	820	20	20	1120	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:	25	0	30	15	5	25	15	820	20	20	1120	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:	25	0	30	15	5	25	15	820	20	20	1120	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:	25	0	30	15	5	25	15	820	20	20	1120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	820	20	20	1120	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:	25	0	30	15	5	25	15	820	20	20	1120	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:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2877	70	52	2897	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.29	0.28	0.39	0.39	0.39
Crit Volume:	25			45	15					580		
Crit Moves:	****			****	****	****				****		

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.767  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: C

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	130	0	210	105	675	0	0	870	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	0	0	130	0	210	105	675	0	0	870	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	0	0	130	0	210	105	675	0	0	870	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:	0	0	0	130	0	210	105	675	0	0	870	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	675	0	0	870	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:	0	0	0	130	0	210	105	675	0	0	870	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1726	674

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					605		
Crit Moves:				****	****	****				****		

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 74 Level Of Service: D

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Street Name:	Figueroa St				Harry Bridges Blvd												
Approach:	North Bound		South Bound		East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted						
Rights:	Include		Ignore		Include		Include		Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	1	0	1	0	0	1	0	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	575	0	425	45	335	0	0	1010	590
Growth Adj:	1.00	1.00	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	575	0	425	45	335	0	0	1010	590
Added Vol:	0	0	0	0	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	575	0	425	45	335	0	0	1010	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	575	0	0	45	335	0	0	1010	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	575	0	0	45	335	0	0	1010	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	575	0	0	45	335	0	0	1010	590

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.11	0.00	0.00	0.34	0.39
Crit Volume:	0			575			45			590		
Crit Moves:				****			****			****		

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

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Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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: 76 Level Of Service: C

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Street Name:	Alameda St Ramp				PCH													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	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	270	0	290	270	1285	0	0	1115	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	270	0	290	270	1285	0	0	1115	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	270	0	290	270	1285	0	0	1115	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	270	0	290	270	1285	0	0	1115	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	0	290	270	1285	0	0	1115	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	270	0	290	270	1285	0	0	1115	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	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3611	664

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.19	0.45	0.00	0.00	0.31	0.31
Crit Volume:	0					290	270			440		
Crit Moves:				****		****	****	****		****		

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 185 0 0 50 0 1655 35 0 1370 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 0 185 0 0 50 0 1655 35 0 1370 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 0 185 0 0 50 0 1655 35 0 1370 210  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 0 1655 35 0 1370 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 1655 35 0 1370 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 0 1655 35 0 1370 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.94 0.06 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3525 75 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.47 0.47 0.00 0.38 0.00  
 Crit Volume: 0 0 563 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.857  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 91 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 455 125 15 275 105 135 1580 5 115 1165 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: 5 455 125 15 275 105 135 1580 5 115 1165 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: 5 455 125 15 275 105 135 1580 5 115 1165 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: 5 455 125 15 275 105 135 1580 5 115 1165 155  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 455 125 15 275 105 135 1580 5 115 1165 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: 5 455 125 15 275 105 135 1580 5 115 1165 155  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.08 0.01 0.09 0.07 0.08 0.49 0.00 0.07 0.36 0.10  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.792  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 83 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 45 70 270 215 85 30 30 1820 25 60 1355 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: 45 70 270 215 85 30 30 1820 25 60 1355 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: 45 70 270 215 85 30 30 1820 25 60 1355 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: 45 70 270 215 85 30 30 1820 25 60 1355 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 45 70 270 215 85 30 30 1820 25 60 1355 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: 45 70 270 215 85 30 30 1820 25 60 1355 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: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.61 0.39  
 Final Sat.: 626 974 1600 1147 453 1600 1600 4735 65 1600 4183 617

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.38 0.38 0.04 0.32 0.32  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 35 30 120 15 160 205 930 0 5 780 375  
 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: 5 35 30 120 15 160 205 930 0 5 780 375  
 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: 5 35 30 120 15 160 205 930 0 5 780 375  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 35 30 120 15 160 205 930 0 5 780 375  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 35 30 120 15 160 205 930 0 5 780 375  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 35 30 120 15 160 205 930 0 5 780 375  
 OvlAdjVol: 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: 0.14 1.00 0.86 1.78 0.22 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 229 1600 1371 2844 356 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.10 0.13 0.29 0.00 0.00 0.24 0.23  
 OvlAdjV/S: 0.13  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

# 2023 Plus Project AM Peak Hour

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 Port of Los Angeles  
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Scenario: 2023 Project AM Peak  
 Scenario Report  
 Command: 2023 Project AM Peak  
 Volume: 2023 Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.805	D xxxxx	0.805	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.708	C xxxxx	0.708	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.676	B xxxxx	0.676	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.412	A xxxxx	0.412	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.371	A xxxxx	0.371	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.536	A xxxxx	0.536	+ 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  
 \*\*\*\*\*

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 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	
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	40	0	0	260	680	0	0	0	10	360	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:	0	40	0	0	260	680	0	0	0	10	360	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:	0	40	0	0	260	680	0	0	0	10	360	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:	0	40	0	0	260	680	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	0	260	680	0	0	0	10	360	0
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:	0	40	0	0	260	680	0	0	0	10	360	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	0.01	0.00	0.00	0.08	0.24	0.00	0.00	0.00	0.01	0.11	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
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
Approach: North Bound 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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
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: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      170 0 0      200 360 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
Initial Bse:    0 0 0 0      170 0 0      200 360 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 0 0 0      170 0 0      200 360 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      170 0 0      200 360 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      170 0 0      200 360 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      170 0 0      200 360 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.06 0.00 0.00 0.13 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.805
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    96      Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      545 0 665 0 0 0 0 0 2625 325 0 2100 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:    545 0 665 0 0 0 0 0 2625 325 0 2100 35
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:   545 0 665 0 0 0 0 0 2625 325 0 2100 35
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    545 0 0 0 0 0 0 0 2625 325 0 2100 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   545 0 0 0 0 0 0 0 2625 325 0 2100 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   545 0 0 0 0 0 0 0 2625 325 0 2100 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 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.23 0.00 0.49 0.00
Crit Volume:   273 0 875 0
Crit Moves:    ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	0.14	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	245			0			0			217		
Crit Moves:	***			***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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				
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	0	235	170	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	5	275	70	5	5	10	245	0	235	170	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:	110	5	275	70	5	5	10	245	0	235	170	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.08	1.92	1.00	0.98	0.71	0.31
Final Sat.:	2880	1600	1600	1600	1600	1600	125	3075	1600	1567	1133	500

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.17	0.04	0.00	0.00	0.08	0.08	0.00	0.15	0.15	0.15
Crit Moves:	***		***	***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 800 800 571 419 610 1600 4630 170 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.18 0.18 0.03 0.31 0.17
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 35 310 50 250 240 110 35 895 220 55 1215 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: 35 310 50 250 240 110 35 895 220 55 1215 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: 35 310 50 250 240 110 35 895 220 55 1215 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 310 50 250 240 110 35 895 220 55 1215 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 310 50 250 240 110 35 895 220 55 1215 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.41 0.59 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3853 947 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.676
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    51      Level Of Service:      B
*****
Street Name:      E I St - W 9th St      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:         Permitted      Permitted      Protected      Protected
Rights:          Ignore      Ignore      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|-----|
Volume Module:
Base Vol:        200 55 15 295 70 35 60 845 95 30 1015 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:     200 55 15 295 70 35 60 845 95 30 1015 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:    200 55 15 295 70 35 60 845 95 30 1015 275
User Adj:       1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     200 55 0 295 70 0 60 845 95 30 1015 275
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    200 55 0 295 70 0 60 845 95 30 1015 275
PCE Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    200 55 0 295 70 0 60 845 95 30 1015 275
-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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
Lanes:         1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
Final Sat.:    1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600
-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.13 0.02 0.00 0.18 0.02 0.00 0.04 0.20 0.20 0.02 0.32 0.17
Crit Moves:    ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut Ave
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.454
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    42      Level Of Service:      A
*****
Street Name:      Farragut 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:         Protected      Protected      Protected      Protected
Rights:          Include      Ovl      Include      Ovl
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 1 1 0 0 0 1 1 0 0 3 0 0 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 15 0 150 205 1025 0 0 1280 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:     0 0 0 0 15 0 150 205 1025 0 0 1280 50
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 15 0 150 205 1025 0 0 1280 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:     0 0 0 0 15 0 150 205 1025 0 0 1280 50
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 15 0 150 205 1025 0 0 1280 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:    0 0 0 0 15 0 150 205 1025 0 0 1280 50
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 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 3.00 0.00 0.00 3.00 1.00
Final Sat.:    0 0 0 1425 0 1425 1425 4275 0 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
Crit Volume:    0 15 205 427
Crit Moves:    ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: B

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	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: 155 185 50 165 190 40 5 1095 295 50 1300 120  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 155 185 50 165 190 40 5 1095 295 50 1300 120  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 155 185 50 165 190 40 5 1095 295 50 1300 120  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 185 50 165 190 40 5 1095 0 50 1300 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 185 50 165 190 40 5 1095 0 50 1300 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 185 50 165 190 40 5 1095 0 50 1300 120

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1949 2326 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.04 0.12 0.05 0.05 0.00 0.38 0.00 0.04 0.46 0.08  
Crit Volume: 113 165 5 650  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 20 150 550 25 220 115 105 830 20 385 975 45  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 20 150 550 25 220 115 105 830 20 385 975 45  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 20 150 550 25 220 115 105 830 20 385 975 45  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 20 150 550 25 220 115 105 830 20 385 975 45  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 150 550 25 220 115 105 830 20 385 975 45  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 150 550 25 220 115 105 830 20 385 975 45

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2724 126

Capacity Analysis Module:  
Vol/Sat: 0.01 0.11 0.19 0.02 0.08 0.08 0.07 0.29 0.01 0.14 0.36 0.36  
Crit Volume: 150 25 105 510  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429  
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-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:

Base Vol:	140	265	110	170	340	30	90	10	160	85	10	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:	140	265	110	170	340	30	90	10	160	85	10	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:	140	265	110	170	340	30	90	10	160	85	10	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	265	0	170	340	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	265	0	170	340	30	90	10	160	85	10	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	265	0	170	340	30	90	10	160	85	10	0

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	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2527	223	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.13	0.13	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140			185		170				95		
Crit Moves:	****			****		****				****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.348  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	5	30	85	5	140	110	275	10	155	320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	275	10	155	320	60
Added Vol:	0	0	0	0	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	30	85	5	140	110	275	10	155	320	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	275	10	155	320	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	275	10	155	320	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	30	85	5	140	110	275	10	155	320	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.56	1.39	0.05	0.58	1.20	0.22
Final Sat.:	1500	214	1286	1500	52	1448	835	2089	76	869	1794	336

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.13	0.13	0.13	0.18	0.18	0.18
Crit Volume:	0			145		110				268		
Crit Moves:	****			****		****				****		

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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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: 35 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	30	20	10	25	160	240	370	295	135	25	435	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:	30	20	10	25	160	240	370	295	135	25	435	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:	30	20	10	25	160	240	370	295	135	25	435	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	10	25	160	240	370	295	135	25	435	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	25	160	240	370	295	135	25	435	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	25	160	240	370	295	135	25	435	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.12	0.88	1.00	0.92	0.74	0.34	0.10	1.80	0.10
Final Sat.:	1500	1000	500	176	1324	1500	1388	1106	506	155	2691	155

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.12	0.16	0.27	0.27	0.27	0.16	0.16	0.16
Crit Volume:	30			240	370	242						
Crit Moves:	****			****	****	****						

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.412  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	140	10	35	20	20	15	20	685	100	40	625	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:	140	10	35	20	20	15	20	685	100	40	625	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:	140	10	35	20	20	15	20	685	100	40	625	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:	140	10	35	20	20	15	20	685	100	40	625	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	10	35	20	20	15	20	685	100	40	625	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:	140	10	35	20	20	15	20	685	100	40	625	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:	1.00	0.22	0.78	1.00	0.57	0.43	0.05	1.70	0.25	0.12	1.85	0.03
Final Sat.:	1500	333	1167	1500	857	643	75	2553	373	178	2778	44

Capacity Analysis Module:

Vol/Sat:	0.09	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.22	0.22	0.23
Crit Volume:	140			35	403	40						
Crit Moves:	****			****	****	****						

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	680	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	18	2964	18	85	2873	42

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20					418	20		
Crit Moves:	****	****							****	****		

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 31 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	120	0	180	90	750	0	0	665	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:	0	0	0	120	0	180	90	750	0	0	665	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:	0	0	0	120	0	180	90	750	0	0	665	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	180	90	750	0	0	665	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	180	90	750	0	0	665	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	180	90	750	0	0	665	85

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.80	0.20	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	0	1200	0	960	240	1200	1200	2400	0	1200	2128	272

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.08	0.31	0.00	0.00	0.31	0.31
Crit Volume:						180	90				375	
Crit Moves:				****	****						****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 41 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 0 0 0 475 0 320 50 445 0 0 390 450  
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: 0 0 0 475 0 320 50 445 0 0 390 450  
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: 0 0 0 475 0 320 50 445 0 0 390 450  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 475 0 0 50 445 0 0 390 450  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 475 0 0 50 445 0 0 390 450  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 475 0 0 50 445 0 0 390 450

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.03 0.15 0.00 0.00 0.13 0.30  
Crit Volume: 0 475 50 450  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 0 0 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 180  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 180

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 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 3626 649

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.15 0.15 0.35 0.00 0.00 0.28 0.28  
Crit Volume: 0 220 215 395  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
Base Vol: 0 0 130 0 0 0 0 1335 0 0 1330 120  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 130 0 0 0 0 1335 0 0 1330 120  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 130 0 0 0 0 1335 0 0 1330 120  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1335 0 0 1330 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1335 0 0 1330 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1335 0 0 1330 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.37 0.00  
Crit Volume: 0 0 445 0  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 67 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
Base Vol: 115 215 100 15 290 85 60 1140 30 75 1330 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: 115 215 100 15 290 85 60 1140 30 75 1330 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: 115 215 100 15 290 85 60 1140 30 75 1330 110  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 115 215 100 15 290 85 60 1140 30 75 1330 110  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 115 215 100 15 290 85 60 1140 30 75 1330 110  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 115 215 100 15 290 85 60 1140 30 75 1330 110

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.07 0.07 0.06 0.01 0.09 0.05 0.04 0.36 0.02 0.05 0.42 0.07  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.629  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	50	25	105	205	75	45	10	1220	20	90	1650	90
Growth Adj:	1.00	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	25	105	205	75	45	10	1220	20	90	1650	90
Added Vol:	0	0	0	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	25	105	205	75	45	10	1220	20	90	1650	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	25	105	205	75	45	10	1220	20	90	1650	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	25	105	205	75	45	10	1220	20	90	1650	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	25	105	205	75	45	10	1220	20	90	1650	90

Saturation Flow Module:

Sat/Lane:	1600	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:	0.67	0.33	1.00	0.73	0.27	1.00	1.00	2.95	0.05	1.00	2.84	0.16
Final Sat.:	1067	533	1600	1171	429	1600	1600	4723	77	1600	4552	248

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.07	0.13	0.17	0.03	0.01	0.26	0.26	0.06	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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: Alameda St Ramp 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:	Include		Include		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	5	25	5	40	70	145	150	590	10	25	705	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:	5	25	5	40	70	145	150	590	10	25	705	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:	5	25	5	40	70	145	150	590	10	25	705	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	40	70	145	150	590	10	25	705	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	40	70	145	150	590	10	25	705	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	40	70	145	150	590	10	25	705	230

Saturation Flow Module:

Sat/Lane:	1600	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	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.03	0.04	0.09	0.09	0.18	0.01	0.02	0.22	0.14
OvlAdjV/S:												0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

# 2023 Plus Project MD Peak Hour

Scenario Report

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 Scenario: 2023 Project MD Peak  
 Command: 2023 Project MD Peak  
 Volume: 2023 Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.689	B xxxxx	0.689	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.673	B xxxxx	0.673	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.496	A xxxxx	0.496	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.269	A xxxxx	0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.275	A xxxxx	0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.237	A xxxxx	0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.475	A xxxxx	0.475	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.638	B xxxxx	0.638	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.680	B xxxxx	0.680	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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			Ocean Blvd								
	North Bound		South Bound	East Bound		West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
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	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	70	0	0	90	445	0	0	0	5	210	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	90	445	0	0	0	5	210	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	90	445	0	0	0	5	210	40
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:	0	70	0	0	90	445	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	90	445	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
Final Volume:	0	70	0	0	90	445	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	0.02	0.00	0.00	0.03	0.15	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  
 \*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound			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	0	0	1	1	0	0	0

Volume Module:

Base Vol:	0	0	0	95	0	0	70	565	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	95	0	0	70	565	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	95	0	0	70	565	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	95	0	0	70	565	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	0	70	565	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	95	0	0	70	565	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	0.03	0.00	0.00	0.02	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

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:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:

Base Vol:	0	110	0	0	200	130	0	0	0	0	400	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:	0	110	0	0	200	130	0	0	0	0	400	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:	0	110	0	0	200	130	0	0	0	0	400	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:	0	110	0	0	200	130	0	0	0	0	400	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	0	0	200	130	0	0	0	0	400	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:	0	110	0	0	200	130	0	0	0	0	400	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.00	0.06	0.08	0.00	0.00	0.00	0.00	0.13	0.09
Crit Moves:	****				****						****	

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	200	0	0	110	435	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	200	0	0	110	435	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	200	0	0	110	435	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	200	0	0	110	435	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	435	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	200	0	0	110	435	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.14	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 #5 Seaside Ave / Navy Way  
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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: 36 Level Of Service: A

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Street Name:	Navy Way			Seaside Ave		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Permitted		Permitted	Protected		Protected
Rights:	Ignore		Include	Ovl		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	2	0	0	1	0	0

Volume Module:

Base Vol:	435	0	330	0	0	0	0	1375	5	0	1400	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	0	330	0	0	0	0	1375	5	0	1400	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	0	330	0	0	0	0	1375	5	0	1400	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1375	5	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1375	5	0	1400	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1375	5	0	1400	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	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.33	0.00	
Crit Volume:	217	0		0		0		467		0		0	
Crit Moves:	****			****			****			****			

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

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Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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:	Ferry St / Seaside Ave				Harbor Fwy Ramp				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	2	0	0

Volume Module:

Base Vol:	0	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	0.25	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360	5								213		
Crit Moves:	****	****								****		

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

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Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.535  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	2	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	100	5	110	50	10	5	10	220	5	225	200	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:	100	5	110	50	10	5	10	220	5	225	200	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:	100	5	110	50	10	5	10	220	5	225	200	160
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:	100	5	110	50	10	5	10	220	0	225	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	5	110	50	10	5	10	220	0	225	200	160
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:	100	5	110	50	10	5	10	220	0	225	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.33	0.67	0.09	1.91	1.00	0.77	0.68	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	139	3061	1600	1231	1094	875

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.03	0.00	0.00	0.07	0.07	0.00	0.18	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Harbor 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:	Permitted		Permitted	Protected		Protected						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	95	180	165	85	110	35	1140	45	45	1135	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
Final Volume:	110	95	180	165	85	110	35	1140	45	45	1135	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:	1.00	0.35	0.65	0.46	0.24	0.30	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	553	1047	733	378	489	1600	4618	182	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.10	0.22	0.02	0.25	0.25	0.03	0.24	0.14
Crit Moves:	****			****			****		****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Santa Fe 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:	Protected		Protected	Protected		Protected						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:

Base Vol:	25	230	55	175	160	120	80	975	15	45	1065	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:	25	230	55	175	160	120	80	975	15	45	1065	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:	25	230	55	175	160	120	80	975	15	45	1065	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	1.00
PHF Adj:	1.00	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	230	55	175	160	120	80	975	15	45	1065	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	230	55	175	160	120	80	975	15	45	1065	250

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4727	73	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.11	0.05	0.08	0.05	0.21	0.21	0.03	0.22	0.16
Crit Moves:	****			****			****		****			

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, and Capacity Analysis Module.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #11 Anaheim St / Farragut 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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat, Crit Moves, and Capacity Analysis Module.

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

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Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
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

Volume Module:

Base Vol:	210	185	100	215	250	80	100	965	215	100	1025	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:	210	185	100	215	250	80	100	965	215	100	1025	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:	210	185	100	215	250	80	100	965	215	100	1025	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:	210	185	100	215	250	80	100	965	0	100	1025	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	185	100	215	250	80	100	965	0	100	1025	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
Final Volume:	210	185	100	215	250	80	100	965	0	100	1025	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:	1.59	1.41	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2273	2002	1425	1425	3239	1036	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.15	0.08	0.08	0.07	0.34	0.00	0.07	0.36	0.14
Crit Volume:	132			215			100			513		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496  
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				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	120	355	20	85	115	85	860	15	225	940	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:	5	120	355	20	85	115	85	860	15	225	940	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:	5	120	355	20	85	115	85	860	15	225	940	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	355	20	85	115	85	860	15	225	940	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	120	355	20	85	115	85	860	15	225	940	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	120	355	20	85	115	85	860	15	225	940	25

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2776	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.12	0.01	0.03	0.08	0.06	0.30	0.01	0.08	0.34	0.34
Crit Volume:	120			20			85			483		
Crit Moves:	****			****			****			****		

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

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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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:	Henry Ford Ave-SR 103 Ramp				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											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	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:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A  
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Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	400	0	30	310	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	400	0	30	310	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.28	1.72	0.00	0.16	1.68	0.16
Final Sat.:	1500	107	1393	1500	375	1125	419	2581	0	243	2514	243

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.16	0.00	0.12	0.12	0.12
Crit Volume:		140	10				233			30		
Crit Moves:	****	****					****			****		

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.355  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A  
\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges 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	L - T - R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1

Volume Module:

Base Vol:	30	30	10	5	95	125	185	405	35	15	350	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:	30	30	10	5	95	125	185	405	35	15	350	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:	30	30	10	5	95	125	185	405	35	15	350	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:	30	30	10	5	95	125	185	405	35	15	350	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	405	35	15	350	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:	30	30	10	5	95	125	185	405	35	15	350	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:	0.86	0.86	0.28	0.04	0.96	1.00	0.59	1.30	0.11	0.08	1.82	0.10
Final Sat.:	1286	1286	429	67	1433	1500	888	1944	168	117	2727	156

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.13	0.13	0.13
Crit Volume:	30					125	185				192	
Crit Moves:	****					****	****				****	

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 21 Level Of Service: A  
\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges 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	L - T - R
Control:	Permitted		Permitted	Permitted		Permitted
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1

Volume Module:

Base Vol:	165	20	65	5	10	25	20	460	45	15	505	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:	165	20	65	5	10	25	20	460	45	15	505	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:	165	20	65	5	10	25	20	460	45	15	505	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:	165	20	65	5	10	25	20	460	45	15	505	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	20	65	5	10	25	20	460	45	15	505	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:	165	20	65	5	10	25	20	460	45	15	505	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:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.75	0.17	0.06	1.90	0.04
Final Sat.:	1500	353	1147	1500	429	1071	114	2629	257	85	2858	57

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.17	0.17	0.18	0.18	0.18
Crit Volume:	165					35	20				265	
Crit Moves:	****					****	****				****	

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.237  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
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Street Name:	Neptune Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	15	15	0	10	10	580	5	10	605	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:	0	0	15	15	0	10	10	580	5	10	605	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:	0	0	15	15	0	10	10	580	5	10	605	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:	0	0	15	15	0	10	10	580	5	10	605	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	15	0	10	10	580	5	10	605	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	15	15	0	10	10	580	5	10	605	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.60	0.00	0.40	0.03	1.95	0.02	0.03	1.92	0.05
Final Sat.:	0	1500	1500	900	0	600	50	2924	25	48	2881	71

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.20	0.20	0.20	0.21	0.21	0.21
Crit Volume:	15	15	15	15	15	15	10	10	10	10	10	10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A  
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Street Name:	King Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	0	0	0	25	0	125	120	655	0	0	595	55
Growth Adj:	1.00	1.00	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	25	0	125	120	655	0	0	595	55
Added Vol:	0	0	0	0	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	25	0	125	120	655	0	0	595	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	25	0	125	120	655	0	0	595	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	125	120	655	0	0	595	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	25	0	125	120	655	0	0	595	55

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.33	0.67	1.00	1.00	2.00	0.00	1.00	1.83	0.17
Final Sat.:	0	1200	0	400	800	1200	1200	2400	0	1200	2197	203

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.10	0.27	0.00	0.00	0.27	0.27
Crit Volume:	0	0	0	125	120	125	125	120	125	125	120	125	325
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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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:	29	Level Of Service:	A

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Street Name:	Figueroa St				Harry Bridges 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	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	345	0	345	45	260	0	0	325	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:	0	0	0	345	0	345	45	260	0	0	325	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:	0	0	0	345	0	345	45	260	0	0	325	355
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	0	45	260	0	0	325	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	45	260	0	0	325	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	0	45	260	0	0	325	355

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.03	0.09	0.00	0.00	0.11	0.24
Crit Volume:	0	0	0	345	0	0	45	0	0	0	325	355
Crit Moves:				****			****				****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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 Ramp				PCH			
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	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3664	611

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.13	0.40	0.00	0.00	0.30	0.30
Crit Volume:	0	0	0	145	0	115	190	0	0	0	432	0
Crit Moves:				****			****				****	

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance			Pacific Coast Hwy														
Approach:	North Bound		South Bound	East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected	Protected		Protected		Protected		Protected								
Rights:	Ignore		Ignore	WideBypass		Ignore		Ignore		Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	185	0	0	10	0	1545	10	0	1400	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	185	0	0	10	0	1545	10	0	1400	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	185	0	0	10	0	1545	10	0	1400	190
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1545	10	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1545	10	0	1400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1545	10	0	1400	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3577	23	0	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.39	0.00	0.00
Crit Volume:	0	0	0	0	0	0	518	0	0	0	0	0
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B  
\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy											
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		Protected		Protected					
Rights:	Include		Include	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	325	130	10	245	85	90	1135	10	0	1070	120
Growth Adj:	1.00	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	130	10	245	85	90	1135	10	0	1070	120
Added Vol:	0	0	0	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	130	10	245	85	90	1135	10	0	1070	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	325	130	10	245	85	90	1135	10	0	1070	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	325	130	10	245	85	90	1135	10	0	1070	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	325	130	10	245	85	90	1135	10	0	1070	120

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.08	0.01	0.08	0.05	0.06	0.35	0.01	0.00	0.33	0.08
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #24 Pacific Coast Hwy / Harbor Ave
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Harbor Ave and Pacific Coast Hwy with various approach and movement details.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #25 Sepulveda Blvd / Alameda St Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Alameda St Ramp and Sepulveda Blvd with various approach and movement details.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.

# 2023 Plus Project PM Peak Hour

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Scenario: 2023 Project PM Peak Scenario Report  
 Command: 2023 Project PM Peak  
 Volume: 2023 Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Year 2023 PM Peak - Proposed Project  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 2	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 4	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.892	D xxxxx	0.892	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.410	A xxxxx	0.410	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.800	D xxxxx	0.800	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.464	A xxxxx	0.464	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.600	A xxxxx	0.600	+ 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  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	0	75	0	0	90	605	0	0	0	15	320	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:	0	75	0	0	90	605	0	0	0	15	320	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:	0	75	0	0	90	605	0	0	0	15	320	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	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:	0	75	0	0	90	605	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	90	605	0	0	0	15	320	0
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:	0	75	0	0	90	605	0	0	0	15	320	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	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
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
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 225 0 0 115 390 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
Initial Bse:     0 0 0 225 0 0 115 390 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 0 0 225 0 0 115 390 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 225 0 0 115 390 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 225 0 0 115 390 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 225 0 0 115 390 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.00
Crit Moves:      ****                ****
*****

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Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.776
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              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:          Permitted        Permitted        Protected        Protected
Rights:           Ignore           Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         555 0 505 0 0 0 0 2485 225 0 2320 45
Growth Adj:      1.00 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 0 505 0 0 0 0 2485 225 0 2320 45
Added Vol:       0 0 0 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 0 505 0 0 0 0 2485 225 0 2320 45
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      555 0 0 0 0 0 0 2485 225 0 2320 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     555 0 0 0 0 0 0 2485 225 0 2320 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    555 0 0 0 0 0 0 2485 225 0 2320 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.16 0.00 0.54 0.00
Crit Volume:     278                0                828                0
Crit Moves:      ****                ****                ****                ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\* Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 340 185 0 95 0 0 0 0 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 1.00
Initial Bse: 0 340 185 0 95 0 0 0 0 0 170 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: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 340 185 0 95 0 0 0 0 0 170 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 340 185 0 95 0 0 0 0 0 170 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.13 0.00 0.03 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Volume: 340 0 0 85
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\* Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 0 305 145 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 5 145 35 5 10 50 120 0 305 145 180
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: 135 5 145 35 5 10 50 120 0 305 145 180

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.59 1.41 1.00 0.97 0.46 0.57
Final Sat.: 2880 1600 1600 1600 1600 1600 941 2259 1600 1549 737 914

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.09 0.02 0.00 0.01 0.05 0.05 0.00 0.20 0.20 0.20
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	2	1	0

Volume Module:  
 Base Vol: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 175  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00  
 Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.28 0.11  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 305  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 37 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:  
Base Vol: 335 110 30 170 130 40 45 1225 355 20 1205 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: 335 110 30 170 130 40 45 1225 355 20 1205 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: 335 110 30 170 130 40 45 1225 355 20 1205 145  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 335 110 0 170 130 0 45 1225 355 20 1205 145  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 335 110 0 170 130 0 45 1225 355 20 1205 145  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 335 110 0 170 130 0 45 1225 355 20 1205 145

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.21 0.03 0.00 0.11 0.04 0.00 0.03 0.33 0.33 0.01 0.38 0.09  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut 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: 62 Level Of Service: B

Street Name: Farragut 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:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	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 3 0 0	0 0 3 0 1

Volume Module:  
Base Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60  
Growth Adj: 1.00 1.00 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 65 0 360 140 1505 0 0 1615 60  
Added Vol: 0 0 0 0 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 65 0 360 140 1505 0 0 1615 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 65 0 360 140 1505 0 0 1615 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 65 0 360 140 1505 0 0 1615 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04  
Crit Volume: 0 360 0 538  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 173 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	280	340	180	215	185	50	85	1325	220	85	1530	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:	280	340	180	215	185	50	85	1325	220	85	1530	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:	280	340	180	215	185	50	85	1325	220	85	1530	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:	280	340	180	215	185	50	85	1325	0	85	1530	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	340	180	215	185	50	85	1325	0	85	1530	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:	280	340	180	215	185	50	85	1325	0	85	1530	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:	1.35	1.65	1.00	1.00	2.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1931	2344	1425	1425	3365	910	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.13	0.15	0.05	0.05	0.06	0.46	0.00	0.06	0.54	0.11
Crit Volume:	207		215		85		765				708	
Crit Moves:	****		****		****		****				****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	15	270	595	30	250	110	120	965	10	325	1365	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:	15	270	595	30	250	110	120	965	10	325	1365	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:	15	270	595	30	250	110	120	965	10	325	1365	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:	15	270	595	30	250	110	120	965	10	325	1365	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	270	595	30	250	110	120	965	10	325	1365	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:	15	270	595	30	250	110	120	965	10	325	1365	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2749	101

Capacity Analysis Module:

Vol/Sat:	0.01	0.19	0.21	0.02	0.09	0.08	0.08	0.34	0.01	0.11	0.50	0.50
Crit Volume:	270		30		120		708				708	
Crit Moves:	****		****		****		****				****	

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:  
Base Vol: 85 295 80 100 330 35 70 0 15 115 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: 85 295 80 100 330 35 70 0 15 115 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: 85 295 80 100 330 35 70 0 15 115 0 280  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 85 295 0 100 330 35 70 0 15 115 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 295 0 100 330 35 70 0 15 115 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 85 295 0 100 330 35 70 0 15 115 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2486 264 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00  
Crit Volume: 85 183 70 115  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:  
Base Vol: 10 0 145 70 0 210 140 500 0 20 435 65  
Growth Adj: 1.00 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 0 145 70 0 210 140 500 0 20 435 65  
Added Vol: 0 0 0 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 0 145 70 0 210 140 500 0 20 435 65  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 145 70 0 210 140 500 0 20 435 65  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 145 70 0 210 140 500 0 20 435 65  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 145 70 0 210 140 500 0 20 435 65

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.08 1.67 0.25  
Final Sat.: 1500 0 1500 1500 0 1500 656 2344 0 115 2510 375

Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.21 0.21 0.00 0.17 0.17 0.17  
Crit Volume: 145 70 140 260  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	40	70	5	30	30	285	390	575	5	10	605	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:	40	70	5	30	30	285	390	575	5	10	605	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:	40	70	5	30	30	285	390	575	5	10	605	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:	40	70	5	30	30	285	390	575	5	10	605	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	30	30	285	390	575	5	10	605	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	30	30	285	390	575	5	10	605	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:	0.69	1.22	0.09	0.17	0.83	1.00	0.80	1.19	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	261	1239	1500	1206	1778	15	46	2792	162

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.19	0.32	0.32	0.32	0.22	0.22	0.22
Crit Volume:	40					285	390					325
Crit Moves:	****					****	****					****

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.453  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	160	20	75	5	5	30	20	825	20	10	890	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:	160	20	75	5	5	30	20	825	20	10	890	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:	160	20	75	5	5	30	20	825	20	10	890	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:	160	20	75	5	5	30	20	825	20	10	890	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	75	5	5	30	20	825	20	10	890	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	75	5	5	30	20	825	20	10	890	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:	1.00	0.21	0.79	1.00	0.14	0.86	0.04	1.91	0.05	0.02	1.92	0.06
Final Sat.:	1500	316	1184	1500	214	1286	69	2861	69	32	2871	97

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.29	0.29	0.29	0.31	0.31	0.31
Crit Volume:	160					35		20				465
Crit Moves:	****					****		****				****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	25	0	30	15	5	25	15	810	20	20	1110	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:	25	0	30	15	5	25	15	810	20	20	1110	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:	25	0	30	15	5	25	15	810	20	20	1110	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:	25	0	30	15	5	25	15	810	20	20	1110	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	810	20	20	1110	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:	25	0	30	15	5	25	15	810	20	20	1110	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:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2876	71	52	2896	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.38	0.38	0.38
Crit Volume:	25			45	15					575		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.763  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 61 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	0	0	130	0	210	105	665	0	0	860	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	0	0	130	0	210	105	665	0	0	860	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	0	0	130	0	210	105	665	0	0	860	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:	0	0	0	130	0	210	105	665	0	0	860	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	665	0	0	860	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:	0	0	0	130	0	210	105	665	0	0	860	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.43	0.57
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1720	680

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					600		
Crit Moves:				****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.800  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: D

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Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1	1

Volume Module:

Base Vol:	0	0	0	570	0	425	45	325	0	0	1005	585
Growth Adj:	1.00	1.00	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	570	0	425	45	325	0	0	1005	585
Added Vol:	0	0	0	0	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	570	0	425	45	325	0	0	1005	585
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	570	0	0	45	325	0	0	1005	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	570	0	0	45	325	0	0	1005	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	570	0	0	45	325	0	0	1005	585

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.11	0.00	0.00	0.34	0.39
Crit Volume:	0	570	0	570	0	425	45	325	0	0	1005	585
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #21 PCH / Alameda St Ramp  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.696  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 75 Level Of Service: B

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Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	245	0	290	270	1290	0	0	1110	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	245	0	290	270	1290	0	0	1110	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	245	0	290	270	1290	0	0	1110	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	245	0	290	270	1290	0	0	1110	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	290	270	1290	0	0	1110	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	245	0	290	270	1290	0	0	1110	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	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3664	611

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.20	0.19	0.45	0.00	0.00	0.30	0.30
Crit Volume:	0	0	0	290	270	432	432	432	0	0	432	432
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
SCIG  
Year 2023 PM Peak - Proposed Project

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Ignore	WideBypass	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	85	0	0	0	0	1670	0	0	1395	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	85	0	0	0	0	1670	0	0	1395	105
Added Vol:	0	0	0	0	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	85	0	0	0	0	1670	0	0	1395	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1670	0	0	1395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1670	0	0	1395	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1670	0	0	1395	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0

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	0.39	0.00
Crit Volume:	0	0	0	0	0	0	0	557	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
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Year 2023 PM Peak - Proposed Project

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 82 Level Of Service: D

\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	455	125	15	275	105	135	1480	5	115	1120	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	455	125	15	275	105	135	1480	5	115	1120	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	455	125	15	275	105	135	1480	5	115	1120	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	455	125	15	275	105	135	1480	5	115	1120	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	125	15	275	105	135	1480	5	115	1120	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	455	125	15	275	105	135	1480	5	115	1120	155

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.08	0.01	0.09	0.07	0.08	0.46	0.00	0.07	0.35	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles SCIG Year 2023 PM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.60 0.40
Final Sat.: 626 974 1600 1147 453 1600 1600 4732 68 1600 4164 636

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.37 0.37 0.04 0.31 0.31
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles SCIG Year 2023 PM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp 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: 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 2 0 1

Volume Module:

Base Vol: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
OvlAdjVol: 75

Saturation Flow Module:

Sat/Lane: 1600 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: 0.14 1.00 0.86 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1600 1371 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.10 0.13 0.28 0.00 0.00 0.23 0.15
OvlAdjV/S: 0.05
Crit Moves: \*\*\*\* \*\*

## 2023 Plus Alternative 1: No Project AM Peak Hour

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 Port of Los Angeles  
 SCIG  
 Year 2023 AM Peak - No Project W ICTF  
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Scenario: 2023 No Project AM Peak  
 Scenario Report  
 Command: 2023 No Project W ICTF AM Peak  
 Volume: 2023 No Project W ICTF AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2023 AM Peak - No Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.806	D xxxxx	0.806	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.451	A xxxxx	0.451	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.675	B xxxxx	0.675	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.431	A xxxxx	0.431	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.422	A xxxxx	0.422	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.657	B xxxxx	0.657	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C

Port of Los Angeles  
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 Year 2023 AM Peak - No Project W ICTF

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C

Port of Los Angeles  
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 Year 2023 AM Peak - No Project W ICTF

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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 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	
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	25	0	0	260	670	0	0	0	10	360	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:	0	25	0	0	260	670	0	0	0	10	360	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:	0	25	0	0	260	670	0	0	0	10	360	145
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:	0	25	0	0	260	670	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	0	0	260	670	0	0	0	10	360	0
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:	0	25	0	0	260	670	0	0	0	10	360	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	0.01	0.00	0.00	0.08	0.23	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****					****	

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Port of Los Angeles
SCIG
Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
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
Approach: North Bound 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 0 265 0 0 25 490 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 0 265 0 0 25 490 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 0 265 0 0 25 490 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 0 265 0 0 25 490 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 265 0 0 25 490 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 0 265 0 0 25 490 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.08 0.00 0.00 0.01 0.15 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
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Port of Los Angeles
SCIG
Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 200 0 0 0 170 135 0 0 0 0 615 230
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 1.00
Initial Bse: 0 200 0 0 0 170 135 0 0 0 0 615 230
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: 0 200 0 0 0 170 135 0 0 0 0 615 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 0 0 0 170 135 0 0 0 0 615 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 0 0 0 170 135 0 0 0 0 615 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 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 0 0 0 170 135 0 0 0 0 615 230
Saturation Flow Module:
Sat/Lane: 1600 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 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.00 0.00 0.05 0.08 0.00 0.00 0.00 0.00 0.00 0.19 0.08
Crit Moves: \*\*\*\* \*\*\*\*
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Port of Los Angeles  
 SCIG  
 Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:        Include         Include         Include         Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 170 0 0 200 345 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
Initial Bse:    0 0 0 170 0 0 200 345 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 0 0 170 0 0 200 345 0 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 170 0 0 200 345 0 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 170 0 0 200 345 0 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 170 0 0 200 345 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.06 0.00 0.00 0.13 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)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.806
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    96           Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:        Ignore         Include         Ovl            Ignore
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      545 0 670 0 0 0 0 2630 345 0 2105 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:    545 0 670 0 0 0 0 2630 345 0 2105 25
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:   545 0 670 0 0 0 0 2630 345 0 2105 25
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    545 0 0 0 0 0 0 2630 345 0 2105 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   545 0 0 0 0 0 0 2630 345 0 2105 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   545 0 0 0 0 0 0 2630 345 0 2105 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.24 0.00 0.49 0.00
Crit Volume:   273          0          877          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	0	245	210	0	440	0	0	0	0	435	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	245	210	0	440	0	0	0	0	435	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	245	210	0	440	0	0	0	0	435	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	245	210	0	440	0	0	0	0	435	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	210	0	440	0	0	0	0	435	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	245	210	0	440	0	0	0	0	435	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	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	245			0						217		
Crit Moves:	***			***						***		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Split Phase
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	135	15	310	70	30	5	10	245	35	250	170	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:	135	15	310	70	30	5	10	245	35	250	170	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:	135	15	310	70	30	5	10	245	35	250	170	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:	135	15	310	70	30	5	10	245	0	250	170	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	310	70	30	5	10	245	0	250	170	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:	135	15	310	70	30	5	10	245	0	250	170	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.71	0.29	0.08	1.92	1.00	1.00	0.70	0.30
Final Sat.:	2880	1600	1600	1600	2743	457	125	3075	1600	1600	1115	485

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.19	0.04	0.01	0.01	0.08	0.08	0.00	0.16	0.15	0.15
Crit Moves:	***		***	***			***	***		***		

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 110 105 105 75 55 80 35 775 30 45 1470 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: 110 105 105 75 55 80 35 775 30 45 1470 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: 110 105 105 75 55 80 35 775 30 45 1470 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: 110 105 105 75 55 80 35 775 30 45 1470 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 105 105 75 55 80 35 775 30 45 1470 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: 110 105 105 75 55 80 35 775 30 45 1470 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: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 800 800 571 419 610 1600 4621 179 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.17 0.17 0.03 0.31 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 45 310 50 250 240 110 35 855 225 55 1200 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: 45 310 50 250 240 110 35 855 225 55 1200 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: 45 310 50 250 240 110 35 855 225 55 1200 370
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 310 50 250 240 110 35 855 225 55 1200 370
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 310 50 250 240 110 35 855 225 55 1200 370
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 310 50 250 240 110 35 855 225 55 1200 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3800 1000 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 200 85 15 260 105 20 40 845 95 30 1020 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: 200 85 15 260 105 20 40 845 95 30 1020 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: 200 85 15 260 105 20 40 845 95 30 1020 270
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 85 0 260 105 0 40 845 95 30 1020 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 85 0 260 105 0 40 845 95 30 1020 270
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 200 85 0 260 105 0 40 845 95 30 1020 270

Saturation Flow Module:
Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.13 0.03 0.00 0.16 0.03 0.00 0.03 0.20 0.20 0.02 0.32 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
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 3 0 0 0 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 150 205 1005 0 0 1270 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: 0 0 0 15 0 150 205 1005 0 0 1270 50

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
Crit Volume: 0 15 205 423
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675  
 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	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	155	195	55	165	195	40	35	1075	295	55	1290	120
Growth Adj:	1.00	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	195	55	165	195	40	35	1075	295	55	1290	120
Added Vol:	0	0	0	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	195	55	165	195	40	35	1075	295	55	1290	120
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:	155	195	55	165	195	40	35	1075	0	55	1290	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	195	55	165	195	40	35	1075	0	55	1290	120
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:	155	195	55	165	195	40	35	1075	0	55	1290	120

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	1.67	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1893	2382	1425	1425	3547	728	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.04	0.12	0.05	0.05	0.02	0.38	0.00	0.04	0.45	0.08
Crit Volume:	117	165	35	645								
Crit Moves:	***	***	***	***								

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

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 Intersection #13 Anaheim St / Alameda St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.575  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: A  
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Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	20	170	540	25	240	120	115	840	20	375	975	45
Growth Adj:	1.00	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	170	540	25	240	120	115	840	20	375	975	45
Added Vol:	0	0	0	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	170	540	25	240	120	115	840	20	375	975	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	170	540	25	240	120	115	840	20	375	975	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	170	540	25	240	120	115	840	20	375	975	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	170	540	25	240	120	115	840	20	375	975	45

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2724	126

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.19	0.02	0.08	0.08	0.08	0.29	0.01	0.13	0.36	0.36
Crit Volume:	170	25	115	510								
Crit Moves:	***	***	***	***								

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

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
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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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	140	270	110	175	345	30	90	10	160	85	10	80
Growth Adj:	1.00	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	270	110	175	345	30	90	10	160	85	10	80
Added Vol:	0	0	0	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	270	110	175	345	30	90	10	160	85	10	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	270	0	175	345	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	270	0	175	345	30	90	10	160	85	10	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	270	0	175	345	30	90	10	160	85	10	0

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	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2530	220	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.14	0.14	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140	188	170	95								
Crit Moves:	****	****	****	****								

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.352  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	30	85	5	140	110	285	10	155	330	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	285	10	155	330	60
Added Vol:	0	0	0	0	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	30	85	5	140	110	285	10	155	330	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	285	10	155	330	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	285	10	155	330	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	30	85	5	140	110	285	10	155	330	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.54	1.41	0.05	0.57	1.21	0.22
Final Sat.:	1500	214	1286	1500	52	1448	815	2111	74	853	1817	330

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0	145	110	273								
Crit Moves:	****	****	****	****								

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.592  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 35 Level Of Service: A

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	30	20	10	25	160	240	370	305	135	25	445	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:	30	20	10	25	160	240	370	305	135	25	445	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:	30	20	10	25	160	240	370	305	135	25	445	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	10	25	160	240	370	305	135	25	445	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	25	160	240	370	305	135	25	445	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	25	160	240	370	305	135	25	445	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.12	0.88	1.00	0.92	0.75	0.33	0.10	1.80	0.10
Final Sat.:	1500	1000	500	176	1324	1500	1370	1130	500	152	2697	152

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.12	0.16	0.27	0.27	0.27	0.17	0.16	0.17
Crit Volume:	30			240	370					248		
Crit Moves:	****			****	****					****		

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 25 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	10	40	20	20	15	20	690	105	45	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:	145	10	40	20	20	15	20	690	105	45	630	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:	1.00	0.20	0.80	1.00	0.57	0.43	0.05	1.69	0.26	0.13	1.84	0.03
Final Sat.:	1500	300	1200	1500	857	643	74	2540	387	197	2759	44

Capacity Analysis Module:

Vol/Sat:	0.10	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.23	0.23	0.23
Crit Volume:	145					35		408		45		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune 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: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 0 25 20 5 20 5 830 5 20 685 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 0 25 20 5 20 5 830 5 20 685 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 0 25 20 5 20 5 830 5 20 685 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 0 25 20 5 20 5 830 5 20 685 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 830 5 20 685 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: 0 0 25 20 5 20 5 830 5 20 685 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.05 1.92 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 84 2874 42

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.28 0.28 0.28 0.24 0.24 0.24
Crit Volume: 25 20 420 20
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

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: 31 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 0 120 0 180 90 755 0 0 670 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: 0 0 0 120 0 180 90 755 0 0 670 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: 0 0 0 120 0 180 90 755 0 0 670 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 180 90 755 0 0 670 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 120 0 180 90 755 0 0 670 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 180 90 755 0 0 670 85

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.80 0.20 1.00 1.00 2.00 0.00 1.00 1.77 0.23
Final Sat.: 0 1200 0 960 240 1200 1200 2400 0 1200 2130 270

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.08 0.31 0.00 0.00 0.31 0.31
Crit Volume: 0 180 90 378
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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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: 42 Level Of Service: B

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Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	0	0	0	480	0	320	50	450	0	0	395	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:	0	0	0	480	0	320	50	450	0	0	395	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:	0	0	0	480	0	320	50	450	0	0	395	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	480	0	0	50	450	0	0	395	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	0	50	450	0	0	395	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	0	50	450	0	0	395	455

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.03	0.15	0.00	0.00	0.13	0.30
Crit Volume:	0	480	0	50	455	455	455	455	0	455	455	455
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 55 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	190	0	220	215	1005	0	0	1000	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	0	0	190	0	220	215	1005	0	0	1000	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	0	0	190	0	220	215	1005	0	0	1000	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	0	0	190	0	220	215	1005	0	0	1000	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	220	215	1005	0	0	1000	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	0	0	190	0	220	215	1005	0	0	1000	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	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	3577	698

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.15	0.35	0.00	0.00	0.28	0.28
Crit Volume:	0	220	215	398	398	398	398	398	0	0	398	398
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 0 0 145 0 0 20 0 1310 60 0 1325 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: 0 0 145 0 0 20 0 1310 60 0 1325 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: 0 0 145 0 0 20 0 1310 60 0 1325 315  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1310 60 0 1325 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1310 60 0 1325 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1310 60 0 1325 0  
 -----|-----|-----|-----|  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.87 0.13 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3442 158 0 3600 0  
 -----|-----|-----|-----|  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.38 0.38 0.00 0.37 0.00  
 Crit Volume: 0 0 457 0  
 Crit Moves: \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.787  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 120 215 100 15 290 85 60 1170 30 75 1420 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  
 Initial Bse: 120 215 100 15 290 85 60 1170 30 75 1420 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: 120 215 100 15 290 85 60 1170 30 75 1420 110  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 120 215 100 15 290 85 60 1170 30 75 1420 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 120 215 100 15 290 85 60 1170 30 75 1420 110  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 120 215 100 15 290 85 60 1170 30 75 1420 110  
 -----|-----|-----|-----|  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----|-----|-----|-----|  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.07 0.06 0.01 0.09 0.05 0.04 0.37 0.02 0.05 0.44 0.07  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.648  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	50	25	105	205	75	45	10	1240	20	90	1740	90
Growth Adj:	1.00	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	25	105	205	75	45	10	1240	20	90	1740	90
Added Vol:	0	0	0	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	25	105	205	75	45	10	1240	20	90	1740	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	25	105	205	75	45	10	1240	20	90	1740	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	25	105	205	75	45	10	1240	20	90	1740	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	25	105	205	75	45	10	1240	20	90	1740	90

Saturation Flow Module:

Sat/Lane:	1600	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:	0.67	0.33	1.00	0.73	0.27	1.00	1.00	2.95	0.05	1.00	2.85	0.15
Final Sat.:	1067	533	1600	1171	429	1600	1600	4724	76	1600	4564	236

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.07	0.13	0.17	0.03	0.01	0.26	0.26	0.06	0.38	0.38
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	5	25	5	125	70	145	150	625	10	25	715	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:	5	25	5	125	70	145	150	625	10	25	715	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:	5	25	5	125	70	145	150	625	10	25	715	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:	5	25	5	125	70	145	150	625	10	25	715	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	5	125	70	145	150	625	10	25	715	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:	5	25	5	125	70	145	150	625	10	25	715	285
OvlAdjVol:												140

Saturation Flow Module:

Sat/Lane:	1600	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	1.28	0.72	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	457	2286	457	2051	1149	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.09	0.09	0.20	0.01	0.02	0.22	0.18
OvlAdjV/S:												0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



## 2023 Plus Alternative 1: No Project MD Peak Hour

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 Scenario Report  
 Scenario: 2023 No Project MD Peak  
 Command: 2023 No Project W ICTF MD Peak  
 Volume: 2023 No Project W ICTF MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.301	A xxxxx	0.301	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.678	B xxxxx	0.678	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.521	A xxxxx	0.521	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.280	A xxxxx	0.280	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.362	A xxxxx	0.362	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.240	A xxxxx	0.240	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367  
 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 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	2	0	0	0	1	0	2

Volume Module:

Base Vol:	0	55	0	0	90	435	0	0	0	5	210	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	55	0	0	90	435	0	0	0	5	210	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	55	0	0	90	435	0	0	0	5	210	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	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:	0	55	0	0	90	435	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	55	0	0	90	435	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
Final Volume:	0	55	0	0	90	435	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	0.02	0.00	0.00	0.03	0.15	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  
 \*\*\*\*\*

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

\*\*\*\*\*

Approach:	North Bound			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	0	0	1	1	0	0	0

Volume Module:

Base Vol:	0	0	0	95	0	0	55	565	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	95	0	0	55	565	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	95	0	0	55	565	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	95	0	0	55	565	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	0	55	565	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	95	0	0	55	565	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	0.03	0.00	0.00	0.02	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Street Name:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:

Base Vol:	0	110	0	0	200	130	0	0	0	0	385	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:	0	110	0	0	200	130	0	0	0	0	385	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:	0	110	0	0	200	130	0	0	0	0	385	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:	0	110	0	0	200	130	0	0	0	0	385	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	0	0	200	130	0	0	0	0	385	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:	0	110	0	0	200	130	0	0	0	0	385	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.00	0.06	0.08	0.00	0.00	0.00	0.00	0.12	0.09
Crit Moves:	****				****						****	

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

\*\*\*\*\*  
 Intersection #4  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.301  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	200	0	0	110	420	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	200	0	0	110	420	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	200	0	0	110	420	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	200	0	0	110	420	0	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	420	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	200	0	0	110	420	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.13	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)

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 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*

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: 36 Level Of Service: A

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

Volume Module:

Base Vol:	435	0	340	0	0	0	0	1380	30	0	1400	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:	435	0	340	0	0	0	0	1380	30	0	1400	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:	435	0	340	0	0	0	0	1380	30	0	1400	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1380	30	0	1400	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1380	30	0	1400	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1380	30	0	1400	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	0.00	3.00	1.00	0.00	3.00
Final Sat.:	2850	0	1425	0	0	0	0	0	4275	1425	0	4275

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.02	0.00	0.33
Crit Volume:	217				0				0			467
Crit Moves:	****								****			****

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

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Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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:	Ferry St / Seaside Ave				Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	360	295	5	400	0	0	0	0	425	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	360	295	5	400	0	0	0	0	425	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	360	295	5	400	0	0	0	0	425	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	360	295	5	400	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	295	5	400	0	0	0	0	425	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	360	295	5	400	0	0	0	0	425	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	0.25	0.21	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360	5					0			213		
Crit Moves:	****	****								****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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:	Pier B St-Pico Ave				I-710 Ramps-9th St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	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						
Lanes:	2	0	1	0	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	135	15	160	50	40	5	10	220	40	255	200	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:	135	15	160	50	40	5	10	220	40	255	200	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:	135	15	160	50	40	5	10	220	40	255	200	160
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	15	160	50	40	5	10	220	0	255	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	160	50	40	5	10	220	0	255	200	160
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
Final Volume:	135	15	160	50	40	5	10	220	0	255	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.78	0.22	0.09	1.91	1.00	0.83	0.65	0.52
Final Sat.:	2880	1600	1600	1600	2844	356	139	3061	1600	1327	1041	833

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.10	0.03	0.01	0.01	0.07	0.07	0.00	0.19	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #8 Anaheim St / Harbor Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Anaheim St / Santa Fe Ave
\*\*\*\*\*

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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Santa Fe Ave and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Moves.

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

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A  
 \*\*\*\*\*

Street Name:	E I St - W 9th St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 105 80 0 130 85 15 55 815 75 15 905 210  
 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: 105 80 0 130 85 15 55 815 75 15 905 210  
 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: 105 80 0 130 85 15 55 815 75 15 905 210  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 105 80 0 130 85 0 55 815 75 15 905 210  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 80 0 130 85 0 55 815 75 15 905 210  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 105 80 0 130 85 0 55 815 75 15 905 210

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4396 404 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.07 0.03 0.00 0.08 0.03 0.00 0.03 0.19 0.19 0.01 0.28 0.13  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut 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:	Farragut 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:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module:  
 Base Vol: 0 0 0 20 0 215 155 1020 0 0 880 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  
 Initial Bse: 0 0 0 20 0 215 155 1020 0 0 880 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 0 0 20 0 215 155 1020 0 0 880 35  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 20 0 215 155 1020 0 0 880 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 215 155 1020 0 0 880 35  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 20 0 215 155 1020 0 0 880 35

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.11 0.24 0.00 0.00 0.21 0.02  
 Crit Volume: 0 215 0 293  
 Crit Moves: \*\*\*\*



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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668  
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

Volume Module:

Base Vol:	210	195	105	215	260	80	100	950	215	105	1005	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:	210	195	105	215	260	80	100	950	215	105	1005	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:	210	195	105	215	260	80	100	950	215	105	1005	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:	210	195	105	215	260	80	100	950	0	105	1005	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	195	105	215	260	80	100	950	0	105	1005	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
Final Volume:	210	195	105	215	260	80	100	950	0	105	1005	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:	1.56	1.44	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3269	1006	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.15	0.08	0.08	0.07	0.33	0.00	0.07	0.35	0.14
Crit Volume:	135			215			100			503		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
\*\*\*\*\*

Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	150	340	20	125	115	90	860	15	210	940	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:	5	150	340	20	125	115	90	860	15	210	940	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:	5	150	340	20	125	115	90	860	15	210	940	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	150	340	20	125	115	90	860	15	210	940	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	340	20	125	115	90	860	15	210	940	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	150	340	20	125	115	90	860	15	210	940	25

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2776	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.12	0.01	0.04	0.08	0.06	0.30	0.01	0.07	0.34	0.34
Crit Volume:	150			20			90			483		
Crit Moves:	****			****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
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 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 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:	Henry Ford Ave-SR 103 Ramp			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		Ignore						
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

  

Volume Module:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
Base Vol:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	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:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	55	235	0	145	390	45	60	0	60	40	0	0

  

Saturation Flow Module:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

  

Capacity Analysis Module:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218			60			40		
Crit Moves:	****			****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad 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: 20 Level Of Service: A  
 \*\*\*\*\*  

Street Name:	Broad Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1

  

Volume Module:	Broad Ave			Harry Bridges Blvd								
Base Vol:	0	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	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	10	130	10	10	30	65	415	0	30	335	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	415	0	30	335	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	10	130	10	10	30	65	415	0	30	335	30

  

Saturation Flow Module:	Broad Ave			Harry Bridges Blvd								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	406	2594	0	228	2544	228

  

Capacity Analysis Module:	Broad Ave			Harry Bridges Blvd								
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:				140	10		240			30		
Crit Moves:	****	****		****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.362  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 23 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 30 30 10 5 95 125 185 420 35 15 370 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: 30 30 10 5 95 125 185 420 35 15 370 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: 30 30 10 5 95 125 185 420 35 15 370 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: 30 30 10 5 95 125 185 420 35 15 370 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 30 10 5 95 125 185 420 35 15 370 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: 30 30 10 5 95 125 185 420 35 15 370 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: 0.86 0.86 0.28 0.04 0.96 1.00 0.58 1.31 0.11 0.07 1.83 0.10  
 Final Sat.: 1286 1286 429 67 1433 1500 867 1969 164 111 2741 148  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.08 0.21 0.21 0.21 0.14 0.14 0.13  
 Crit Volume: 30 125 185 203  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 170 20 70 5 10 25 20 465 50 25 515 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: 170 20 70 5 10 25 20 465 50 25 515 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: 170 20 70 5 10 25 20 465 50 25 515 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: 170 20 70 5 10 25 20 465 50 25 515 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 170 20 70 5 10 25 20 465 50 25 515 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: 170 20 70 5 10 25 20 465 50 25 515 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: 1.00 0.22 0.78 1.00 0.29 0.71 0.07 1.74 0.19 0.09 1.87 0.04  
 Final Sat.: 1500 333 1167 1500 429 1071 112 2607 280 136 2809 55  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.06 0.06 0.00 0.02 0.02 0.18 0.18 0.18 0.18 0.18 0.18  
 Crit Volume: 170 35 268 25  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.240  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A  
\*\*\*\*\*

Street Name:	Neptune Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	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:	0	0	15	15	0	10	10	590	5	10	615	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	15	0	10	10	590	5	10	615	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	15	15	0	10	10	590	5	10	615	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.60	0.00	0.40	0.03	1.95	0.02	0.03	1.92	0.05
Final Sat.:	0	1500	1500	900	0	600	50	2926	25	47	2883	70

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.20	0.20	0.20	0.21	0.21	0.21
Crit Volume:	15	15	15	15	15	15	10	10	10	320	320	320
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*

Street Name:	King Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	0	0	0	25	0	125	120	665	0	0	605	55
Growth Adj:	1.00	1.00	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	25	0	125	120	665	0	0	605	55
Added Vol:	0	0	0	0	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	25	0	125	120	665	0	0	605	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	25	0	125	120	665	0	0	605	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	125	120	665	0	0	605	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	25	0	125	120	665	0	0	605	55

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.33	0.67	1.00	1.00	2.00	0.00	1.00	1.83	0.17
Final Sat.:	0	1200	0	400	800	1200	1200	2400	0	1200	2200	200

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.10	0.28	0.00	0.00	0.28	0.28
Crit Volume:	0	0	0	125	120	125	125	120	125	330	330	330	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	

\*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa 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: 29 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 350 0 345 45 265 0 0 330 360  
 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 0 0 350 0 345 45 265 0 0 330 360  
 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 0 0 350 0 345 45 265 0 0 330 360  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 350 0 0 45 265 0 0 330 360  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 350 0 0 45 265 0 0 330 360  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 350 0 0 45 265 0 0 330 360  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.03 0.09 0.00 0.00 0.11 0.24  
 Crit Volume: 0 350 45 360  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.552  
 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 Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 160 0 115 190 1145 0 0 1105 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 0 160 0 115 190 1145 0 0 1105 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 0 160 0 115 190 1145 0 0 1105 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 0 160 0 115 190 1145 0 0 1105 205  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 160 0 115 190 1145 0 0 1105 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 0 160 0 115 190 1145 0 0 1105 205  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 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 3606 669  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.08 0.13 0.40 0.00 0.00 0.31 0.31  
 Crit Volume: 0 160 190 437  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance			Pacific Coast Hwy														
Approach:	North Bound		South Bound	East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected	Protected		Protected		Protected		Protected								
Rights:	Ignore		Ignore	WideBypass		Ignore		Ignore		Ignore								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 230 0 0 30 0 1535 25 0 1390 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 0 230 0 0 30 0 1535 25 0 1390 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 0 230 0 0 30 0 1535 25 0 1390 190  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1535 25 0 1390 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1535 25 0 1390 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1535 25 0 1390 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.95 0.05 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3542 58 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.00 0.39 0.00  
Crit Volume: 0 0 0 0 0 0 0 520 0  
Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 52 Level Of Service: B  
\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy											
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		Protected		Protected					
Rights:	Include		Include	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 5 325 130 10 245 85 90 1170 10 0 1090 120  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 5 325 130 10 245 85 90 1170 10 0 1090 120  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 5 325 130 10 245 85 90 1170 10 0 1090 120  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 5 325 130 10 245 85 90 1170 10 0 1090 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 325 130 10 245 85 90 1170 10 0 1090 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 325 130 10 245 85 90 1170 10 0 1090 120

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.10 0.08 0.01 0.08 0.05 0.06 0.37 0.01 0.00 0.34 0.08  
Crit Moves: \*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #24 Pacific Coast Hwy / Harbor Ave
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Harbor Ave and Pacific Coast Hwy.

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

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

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #25 Sepulveda Blvd / Alameda St Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Alameda St Ramp and Sepulveda Blvd.

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

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

Table with columns: Capacity Analysis Module, Vol/Sat, OvlAdjV/S, Crit Moves.

## 2023 Plus Alternative 1: No Project PM Peak Hour



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Scenario: 2023 No Project PM Peak  
 Scenario Report  
 Command: 2023 No Project W ICTF PM Peak  
 Volume: 2023 No Project W ICTF PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 2	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 4	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.580	A xxxxx	0.580	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.691	B xxxxx	0.691	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.902	E xxxxx	0.902	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.462	A xxxxx	0.462	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.703	C xxxxx	0.703	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.862	D xxxxx	0.862	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.794	C	xxxxx 0.794	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.615	B	xxxxx 0.615	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	0	70	0	0	95	600	0	0	0	15	320	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:	0	70	0	0	95	600	0	0	0	15	320	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:	0	70	0	0	95	600	0	0	0	15	320	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	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:	0	70	0	0	95	600	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	95	600	0	0	0	15	320	0
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:	0	70	0	0	95	600	0	0	0	15	320	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	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 110 0 0 70 540 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 0 110 0 0 70 540 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 0 110 0 0 70 540 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 0 110 0 0 70 540 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 110 0 0 70 540 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 0 110 0 0 70 540 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.03 0.00 0.00 0.02 0.17 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\*

Port of Los Angeles
SCIG
Year 2023 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
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: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 2
Volume Module:
Base Vol: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
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 1.00 1.00
Initial Bse: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
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: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
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 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
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 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 115 0 0 0 225 85 0 0 0 0 0 515 235
Saturation Flow Module:
Sat/Lane: 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 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.04 0.00 0.00 0.07 0.05 0.00 0.00 0.00 0.00 0.00 0.16 0.08
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.298
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 225 0 0 115 385 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
Initial Bse:    0 0 0 225 0 0 115 385 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 0 0 225 0 0 115 385 0 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 225 0 0 115 385 0 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 225 0 0 115 385 0 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 225 0 0 115 385 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.08 0.00 0.00 0.07 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 #5 Seaside Ave / Navy Way
*****
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:    83           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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      555 0 515 0 0 0 0 2490 240 0 2325 40
Growth Adj:    1.00 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 0 515 0 0 0 0 2490 240 0 2325 40
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:   555 0 515 0 0 0 0 2490 240 0 2325 40
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    555 0 0 0 0 0 0 2490 240 0 2325 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   555 0 0 0 0 0 0 2490 240 0 2325 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   555 0 0 0 0 0 0 2490 240 0 2325 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.17 0.00 0.54 0.00
Crit Volume:   278          0          830          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 340 190 0 100 0 0 0 0 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 1.00
Initial Bse: 0 340 190 0 100 0 0 0 0 0 170 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: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 340 190 0 100 0 0 0 0 0 170 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 340 190 0 100 0 0 0 0 0 170 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.13 0.00 0.04 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Volume: 340 0 0 85
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0 0

Volume Module:

Base Vol: 155 10 190 35 15 10 50 120 255 330 145 180
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: 155 10 190 35 15 10 50 120 255 330 145 180
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: 155 10 190 35 15 10 50 120 255 330 145 180
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 0.00 1.00 1.00 1.00
PHF Volume: 155 10 190 35 15 10 50 120 0 330 145 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 10 190 35 15 10 50 120 0 330 145 180
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 0.00 1.00 1.00 1.00
FinalVolume: 155 10 190 35 15 10 50 120 0 330 145 180

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.20 0.80 0.59 1.41 1.00 1.00 0.45 0.55
Final Sat.: 2880 1600 1600 1600 1920 1280 941 2259 1600 1600 721 879

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.12 0.02 0.01 0.01 0.05 0.05 0.00 0.21 0.20 0.20
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1550 20 55 1310 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: 30 35 100 185 35 85 30 1550 20 55 1310 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: 30 35 100 185 35 85 30 1550 20 55 1310 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: 30 35 100 185 35 85 30 1550 20 55 1310 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1550 20 55 1310 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: 30 35 100 185 35 85 30 1550 20 55 1310 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: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.27 0.11
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 295 95 345 225 165 85 1270 10 30 1145 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: 35 295 95 345 225 165 85 1270 10 30 1145 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: 35 295 95 345 225 165 85 1270 10 30 1145 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: 35 295 95 345 225 165 85 1270 10 30 1145 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 295 95 345 225 165 85 1270 10 30 1145 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: 35 295 95 345 225 165 85 1270 10 30 1145 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 38 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 335 155 30 160 160 25 30 1225 355 20 1210 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: 335 155 30 160 160 25 30 1225 355 20 1210 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: 335 155 30 160 160 25 30 1225 355 20 1210 135
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 335 155 0 160 160 0 30 1225 355 20 1210 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 155 0 160 160 0 30 1225 355 20 1210 135
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 335 155 0 160 160 0 30 1225 355 20 1210 135

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.21 0.05 0.00 0.10 0.05 0.00 0.02 0.33 0.33 0.01 0.38 0.08
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

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: 61 Level Of Service: B

Street Name: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
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 3 0 0 1

Volume Module:

Base Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
Growth Adj: 1.00 1.00 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 65 0 360 140 1485 0 0 1605 60
Added Vol: 0 0 0 0 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 65 0 360 140 1485 0 0 1605 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 65 0 360 140 1485 0 0 1605 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 65 0 360 140 1485 0 0 1605 60

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04
Crit Volume: 0 360 0 535
Crit Moves: \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902  
 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	280	350	185	215	190	50	100	1310	220	90	1520	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:	280	350	185	215	190	50	100	1310	220	90	1520	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:	280	350	185	215	190	50	100	1310	220	90	1520	150
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:	280	350	185	215	190	50	100	1310	0	90	1520	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	350	185	215	190	50	100	1310	0	90	1520	150
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:	280	350	185	215	190	50	100	1310	0	90	1520	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.33	1.67	1.00	1.00	2.38	0.62	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1900	2375	1425	1425	3384	891	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.13	0.15	0.06	0.06	0.07	0.46	0.00	0.06	0.53	0.11
Crit Volume:	210	215	100	760								
Crit Moves:	****	****	****	****								

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

\*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 98 Level Of Service: D

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	15	295	585	30	285	145	125	970	10	315	1365	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:	15	295	585	30	285	145	125	970	10	315	1365	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:	15	295	585	30	285	145	125	970	10	315	1365	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:	15	295	585	30	285	145	125	970	10	315	1365	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	295	585	30	285	145	125	970	10	315	1365	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:	15	295	585	30	285	145	125	970	10	315	1365	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.01	1.99	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1433	2842	1425	2850	1425	1425	2850	1425	2850	2749	101

Capacity Analysis Module:

Vol/Sat:	0.01	0.21	0.21	0.02	0.10	0.10	0.09	0.34	0.01	0.11	0.50	0.50
Crit Volume:	293	30	125	708								
Crit Moves:	****	****	****	****								

\*\*\*\*\*



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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				Ignore							
Min. Green:	0	0	0	0	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: 85 300 80 105 335 35 70 0 15 115 0 290  
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: 85 300 80 105 335 35 70 0 15 115 0 290  
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: 85 300 80 105 335 35 70 0 15 115 0 290  
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: 85 300 0 105 335 35 70 0 15 115 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 300 0 105 335 35 70 0 15 115 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 85 300 0 105 335 35 70 0 15 115 0 0

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 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00  
Crit Volume: 85 185 70 115  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 25 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 10 0 145 70 0 210 140 515 0 20 450 65  
Growth Adj: 1.00 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 0 145 70 0 210 140 515 0 20 450 65  
Added Vol: 0 0 0 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 0 145 70 0 210 140 515 0 20 450 65  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 145 70 0 210 140 515 0 20 450 65  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 145 70 0 210 140 515 0 20 450 65  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 145 70 0 210 140 515 0 20 450 65

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.43 1.57 0.00 0.07 1.69 0.24  
Final Sat.: 1500 0 1500 1500 0 1500 641 2359 0 112 2523 364

Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.22 0.22 0.00 0.18 0.18 0.18  
Crit Volume: 145 70 140 268  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #16 Harry Bridges Blvd / Avalon Blvd
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: 48 Level Of Service: B
Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 40 70 5 30 30 285 390 590 5 10 620 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: 40 70 5 30 30 285 390 590 5 10 620 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: 40 70 5 30 30 285 390 590 5 10 620 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: 40 70 5 30 30 285 390 590 5 10 620 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 5 30 30 285 390 590 5 10 620 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 70 5 30 30 285 390 590 5 10 620 35
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.69 1.22 0.09 0.17 0.83 1.00 0.79 1.20 0.01 0.03 1.86 0.11
Final Sat.: 1043 1826 130 261 1239 1500 1188 1797 15 45 2797 158
Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.11 0.02 0.19 0.33 0.33 0.33 0.22 0.22 0.22
Crit Volume: 40 285 390 333
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #17 Harry Bridges Blvd / Fries Ave
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: 27 Level Of Service: A
Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 165 20 80 5 5 30 20 835 25 15 900 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: 165 20 80 5 5 30 20 835 25 15 900 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: 165 20 80 5 5 30 20 835 25 15 900 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: 165 20 80 5 5 30 20 835 25 15 900 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 20 80 5 5 30 20 835 25 15 900 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 20 80 5 5 30 20 835 25 15 900 30
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 1.00 0.14 0.86 0.04 1.90 0.06 0.03 1.91 0.06
Final Sat.: 1500 300 1200 1500 214 1286 68 2847 85 48 2857 95
Capacity Analysis Module:
Vol/Sat: 0.11 0.07 0.07 0.00 0.02 0.02 0.29 0.29 0.29 0.31 0.31 0.31
Crit Volume: 165 35 20 472
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

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: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 25 0 30 15 5 25 15 820 20 20 1120 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: 25 0 30 15 5 25 15 820 20 20 1120 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: 25 0 30 15 5 25 15 820 20 20 1120 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: 25 0 30 15 5 25 15 820 20 20 1120 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 0 30 15 5 25 15 820 20 20 1120 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: 25 0 30 15 5 25 15 820 20 20 1120 20

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.09 1.00 0.33 0.11 0.56 0.03 1.92 0.05 0.03 1.94 0.03
Final Sat.: 1364 136 1500 500 167 833 53 2877 70 52 2897 52

Capacity Analysis Module:

Vol/Sat: 0.02 0.00 0.02 0.03 0.03 0.03 0.28 0.29 0.28 0.39 0.39 0.39
Crit Volume: 25 45 15 580
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 0 130 0 210 105 675 0 0 870 340
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 0 0 130 0 210 105 675 0 0 870 340
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 0 0 130 0 210 105 675 0 0 870 340
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: 0 0 0 130 0 210 105 675 0 0 870 340
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 210 105 675 0 0 870 340
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: 0 0 0 130 0 210 105 675 0 0 870 340

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.76 0.24 1.00 1.00 2.00 0.00 1.00 1.44 0.56
Final Sat.: 0 1200 0 918 282 1200 1200 2400 0 1200 1726 674

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.17 0.09 0.28 0.00 0.00 0.50 0.50
Crit Volume: 0 210 105 605
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 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: 74 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 575 0 425 45 335 0 0 1010 590  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 575 0 425 45 335 0 0 1010 590  
 Added Vol: 0 0 0 0 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 0 575 0 425 45 335 0 0 1010 590  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 575 0 0 45 335 0 0 1010 590  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 575 0 0 45 335 0 0 1010 590  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 575 0 0 45 335 0 0 1010 590  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.11 0.00 0.00 0.34 0.39  
 Crit Volume: 0 575 45 590  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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: 77 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 270 0 290 270 1285 0 0 1115 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 0 0 270 0 290 270 1285 0 0 1115 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 0 0 270 0 290 270 1285 0 0 1115 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: 0 0 0 270 0 290 270 1285 0 0 1115 210  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 270 0 290 270 1285 0 0 1115 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: 0 0 0 270 0 290 270 1285 0 0 1115 210  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 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 2.52 0.48  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3597 678  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.20 0.19 0.45 0.00 0.00 0.31 0.31  
 Crit Volume: 0 290 270 442  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 200 0 0 55 0 1655 40 0 1370 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: 0 0 200 0 0 55 0 1655 40 0 1370 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: 0 0 200 0 0 55 0 1655 40 0 1370 230  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1655 40 0 1370 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1655 40 0 1370 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1655 40 0 1370 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.93 0.07 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3515 85 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.47 0.47 0.00 0.38 0.00  
 Crit Volume: 0 0 0 0 0 0 0 565 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.862  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 92 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 455 125 15 275 105 135 1595 5 115 1170 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: 5 455 125 15 275 105 135 1595 5 115 1170 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: 5 455 125 15 275 105 135 1595 5 115 1170 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: 5 455 125 15 275 105 135 1595 5 115 1170 155  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 455 125 15 275 105 135 1595 5 115 1170 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: 5 455 125 15 275 105 135 1595 5 115 1170 155  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.14 0.08 0.01 0.09 0.07 0.08 0.50 0.00 0.07 0.37 0.10  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.794  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 45 70 270 215 85 30 30 1830 25 60 1360 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: 45 70 270 215 85 30 30 1830 25 60 1360 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: 45 70 270 215 85 30 30 1830 25 60 1360 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: 45 70 270 215 85 30 30 1830 25 60 1360 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 45 70 270 215 85 30 30 1830 25 60 1360 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: 45 70 270 215 85 30 30 1830 25 60 1360 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: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.62 0.38  
 Final Sat.: 626 974 1600 1147 453 1600 1600 4735 65 1600 4185 615

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.39 0.39 0.04 0.33 0.32  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 35 30 135 15 160 205 935 0 5 785 390  
 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 35 30 135 15 160 205 935 0 5 785 390  
 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 35 30 135 15 160 205 935 0 5 785 390  
 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 35 30 135 15 160 205 935 0 5 785 390  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 35 30 135 15 160 205 935 0 5 785 390  
 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 35 30 135 15 160 205 935 0 5 785 390  
 OvlAdjVol: 230

Saturation Flow Module:  
 Sat/Lane: 1600 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: 0.14 1.00 0.86 1.80 0.20 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 229 1600 1371 2880 320 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.10 0.13 0.29 0.00 0.00 0.25 0.24  
 OvlAdjV/S: 0.14  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

## 2023 Plus Alternative 2: Reduced Project AM Peak Hour

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Scenario: 2023 Reduced AM Peak  
 Scenario Report  
 Command: 2023 Reduced AM Peak  
 Volume: 2023 Reduced AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.805	D xxxxx	0.805	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.708	C xxxxx	0.708	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.676	B xxxxx	0.676	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.412	A xxxxx	0.412	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.371	A xxxxx	0.371	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.536	A xxxxx	0.536	+ 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  
 \*\*\*\*\*

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 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	
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	40	0	0	260	680	0	0	0	10	360	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:	0	40	0	0	260	680	0	0	0	10	360	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:	0	40	0	0	260	680	0	0	0	10	360	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	0	0	260	680	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	0	260	680	0	0	0	10	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	0	0	260	680	0	0	0	10	360	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	0.01	0.00	0.00	0.08	0.24	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****				****		

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
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
Approach: North Bound 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

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
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: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D
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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	205	0	435	0	0	0	0	435	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	245	205	0	435	0	0	0	0	435	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	0.14	0.00	0.15	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	245			0			0			217		
Crit Moves:	***			***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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				
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	5	235	170	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:	110	5	275	70	5	5	10	245	0	235	170	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	5	275	70	5	5	10	245	0	235	170	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:	110	5	275	70	5	5	10	245	0	235	170	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.08	1.92	1.00	0.98	0.71	0.31
Final Sat.:	2880	1600	1600	1600	1600	1600	125	3075	1600	1567	1133	500

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.17	0.04	0.00	0.00	0.08	0.08	0.00	0.15	0.15	0.15
Crit Moves:	***		***	***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 105 105 75 55 80 35 815 30 45 1480 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: 110 105 105 75 55 80 35 815 30 45 1480 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: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 800 800 571 419 610 1600 4630 170 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.18 0.18 0.03 0.31 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 35 310 50 250 240 110 35 895 220 55 1215 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: 35 310 50 250 240 110 35 895 220 55 1215 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: 35 310 50 250 240 110 35 895 220 55 1215 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 310 50 250 240 110 35 895 220 55 1215 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 310 50 250 240 110 35 895 220 55 1215 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.41 0.59 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3853 947 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: B

Street Name: E I St - W 9th St 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:  
 Base Vol: 200 55 15 295 70 35 60 845 95 30 1015 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: 200 55 15 295 70 35 60 845 95 30 1015 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: 200 55 15 295 70 35 60 845 95 30 1015 275  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 200 55 0 295 70 0 60 845 95 30 1015 275  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 200 55 0 295 70 0 60 845 95 30 1015 275  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 200 55 0 295 70 0 60 845 95 30 1015 275

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.13 0.02 0.00 0.18 0.02 0.00 0.04 0.20 0.20 0.02 0.32 0.17  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1

Volume Module:  
 Base Vol: 0 0 0 15 0 150 205 1025 0 0 1280 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: 0 0 0 15 0 150 205 1025 0 0 1280 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: 0 0 0 15 0 150 205 1025 0 0 1280 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: 0 0 0 15 0 150 205 1025 0 0 1280 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 15 0 150 205 1025 0 0 1280 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: 0 0 0 15 0 150 205 1025 0 0 1280 50

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04  
 Crit Volume: 0 15 205 427  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: B

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	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: 155 185 50 165 190 40 5 1095 295 50 1300 120  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 155 185 50 165 190 40 5 1095 295 50 1300 120  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 155 185 50 165 190 40 5 1095 295 50 1300 120  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 155 185 50 165 190 40 5 1095 0 50 1300 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 155 185 50 165 190 40 5 1095 0 50 1300 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 155 185 50 165 190 40 5 1095 0 50 1300 120

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 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 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1949 2326 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.04 0.12 0.05 0.05 0.00 0.38 0.00 0.04 0.46 0.08  
Crit Volume: 113 165 5 650  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 20 150 550 25 220 115 105 830 20 385 975 45  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 20 150 550 25 220 115 105 830 20 385 975 45  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 20 150 550 25 220 115 105 830 20 385 975 45  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 20 150 550 25 220 115 105 830 20 385 975 45  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 150 550 25 220 115 105 830 20 385 975 45  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 150 550 25 220 115 105 830 20 385 975 45

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2724 126

Capacity Analysis Module:  
Vol/Sat: 0.01 0.11 0.19 0.02 0.08 0.08 0.07 0.29 0.01 0.14 0.36 0.36  
Crit Volume: 150 25 105 510  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429  
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-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:

Base Vol:	140	265	110	170	340	30	90	10	160	85	10	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:	140	265	110	170	340	30	90	10	160	85	10	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:	140	265	110	170	340	30	90	10	160	85	10	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	265	0	170	340	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	265	0	170	340	30	90	10	160	85	10	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	265	0	170	340	30	90	10	160	85	10	0

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	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2527	223	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.13	0.13	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140			185		170				95		
Crit Moves:	****			****		****				****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	30	85	5	140	110	275	10	155	320	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	275	10	155	320	60
Added Vol:	0	0	0	0	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	30	85	5	140	110	275	10	155	320	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	275	10	155	320	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	275	10	155	320	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	30	85	5	140	110	275	10	155	320	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.56	1.39	0.05	0.58	1.20	0.22
Final Sat.:	1500	214	1286	1500	52	1448	835	2089	76	869	1794	336

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.13	0.13	0.13	0.18	0.18	0.18
Crit Volume:	0			145		110				268		
Crit Moves:	****			****		****				****		



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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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: 35 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 30 20 10 25 160 240 370 295 135 25 435 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: 30 20 10 25 160 240 370 295 135 25 435 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: 30 20 10 25 160 240 370 295 135 25 435 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 20 10 25 160 240 370 295 135 25 435 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 25 160 240 370 295 135 25 435 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 25 160 240 370 295 135 25 435 25

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.12 0.88 1.00 0.92 0.74 0.34 0.10 1.80 0.10
Final Sat.: 1500 1000 500 176 1324 1500 1388 1106 506 155 2691 155

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.14 0.12 0.16 0.27 0.27 0.27 0.16 0.16 0.16
Crit Volume: 30 240 370 242
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 140 10 35 20 20 15 20 685 100 40 625 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: 140 10 35 20 20 15 20 685 100 40 625 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: 140 10 35 20 20 15 20 685 100 40 625 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: 140 10 35 20 20 15 20 685 100 40 625 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 10 35 20 20 15 20 685 100 40 625 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: 140 10 35 20 20 15 20 685 100 40 625 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: 1.00 0.22 0.78 1.00 0.57 0.43 0.05 1.70 0.25 0.12 1.85 0.03
Final Sat.: 1500 333 1167 1500 857 643 75 2553 373 178 2778 44

Capacity Analysis Module:

Vol/Sat: 0.09 0.03 0.03 0.01 0.02 0.02 0.27 0.27 0.27 0.22 0.22 0.23
Crit Volume: 140 35 403 40
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	825	5	20	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:	0	0	25	20	5	20	5	825	5	20	680	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	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	18	2964	18	85	2873	42

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20					418	20		
Crit Moves:	****	****							****	****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 31 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd  
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	0	1	0	1	0	1	0	1	0	1	1

Volume Module:

Base Vol:	0	0	0	120	0	180	90	750	0	0	665	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:	0	0	0	120	0	180	90	750	0	0	665	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:	0	0	0	120	0	180	90	750	0	0	665	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	180	90	750	0	0	665	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	180	90	750	0	0	665	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	180	90	750	0	0	665	85

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.80	0.20	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	0	1200	0	960	240	1200	1200	2400	0	1200	2128	272

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.08	0.31	0.00	0.00	0.31	0.31
Crit Volume:						180	90				375	
Crit Moves:				****	****						****	

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 41 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 0 0 0 475 0 320 50 445 0 0 390 450  
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: 0 0 0 475 0 320 50 445 0 0 390 450  
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: 0 0 0 475 0 320 50 445 0 0 390 450  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 475 0 0 50 445 0 0 390 450  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 475 0 0 50 445 0 0 390 450  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 475 0 0 50 445 0 0 390 450

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.03 0.15 0.00 0.00 0.13 0.30  
Crit Volume: 0 475 50 450  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

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

Volume Module:  
Base Vol: 0 0 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 180  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 155 0 220 215 1005 0 0 1005 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 0 155 0 220 215 1005 0 0 1005 180

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 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 3626 649

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.15 0.15 0.35 0.00 0.00 0.28 0.28  
Crit Volume: 0 220 215 395  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

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: Site Entrance Pacific Coast Hwy
Approach: North Bound South 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 Ignore WideBypass Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0

Volume Module:

Base Vol: 0 0 130 0 0 0 0 1335 0 0 1330 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 130 0 0 0 0 1335 0 0 1330 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 130 0 0 0 0 1335 0 0 1330 120
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 0 0 0 0 1335 0 0 1330 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 0 0 0 1335 0 0 1330 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 0 0 0 0 0 1335 0 0 1330 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.00 0.00 0.37 0.00
Crit Volume: 0 0 445 0
Crit Moves: \*\*\*\* \*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy
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: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 115 215 100 15 290 85 60 1140 30 75 1330 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: 115 215 100 15 290 85 60 1140 30 75 1330 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: 115 215 100 15 290 85 60 1140 30 75 1330 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 115 215 100 15 290 85 60 1140 30 75 1330 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 115 215 100 15 290 85 60 1140 30 75 1330 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 115 215 100 15 290 85 60 1140 30 75 1330 110

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.07 0.06 0.01 0.09 0.05 0.04 0.36 0.02 0.05 0.42 0.07
Crit Moves: \*\*\*\* \*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
Growth Adj: 1.00 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 25 105 205 75 45 10 1220 20 90 1650 90
Added Vol: 0 0 0 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 25 105 205 75 45 10 1220 20 90 1650 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 25 105 205 75 45 10 1220 20 90 1650 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 25 105 205 75 45 10 1220 20 90 1650 90

Saturation Flow Module:

Sat/Lane: 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: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.84 0.16
Final Sat.: 1067 533 1600 1171 429 1600 1600 4723 77 1600 4552 248

Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.36 0.36
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles
SCIG
Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 5 25 5 40 70 145 150 590 10 25 705 230
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: 5 25 5 40 70 145 150 590 10 25 705 230
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: 5 25 5 40 70 145 150 590 10 25 705 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 40 70 145 150 590 10 25 705 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 5 40 70 145 150 590 10 25 705 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 40 70 145 150 590 10 25 705 230
OvlAdjVol: 85

Saturation Flow Module:

Sat/Lane: 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 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 457 2286 457 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.04 0.09 0.09 0.18 0.01 0.02 0.22 0.14
OvlAdjV/S: 0.05

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

\*\*\*\*\*

## 2023 Plus Alternative 2: Reduced Project MD Peak Hour

-----  
 Scenario Report  
 Scenario: 2023 Reduced MD Peak  
 Command: 2023 Reduced MD Peak  
 Volume: 2023 Reduced MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.370	A	xxxxx 0.370	+ 0.000 V/C
# 2	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 4	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.480	A	xxxxx 0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.405	A	xxxxx 0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.535	A	xxxxx 0.535	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.689	B	xxxxx 0.689	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.633	B	xxxxx 0.633	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.360	A	xxxxx 0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.673	B	xxxxx 0.673	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.496	A	xxxxx 0.496	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.275	A	xxxxx 0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.355	A	xxxxx 0.355	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.323	A	xxxxx 0.323	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.237	A	xxxxx 0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.497	A	xxxxx 0.497	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.538	A	xxxxx 0.538	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.432	A	xxxxx 0.432	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.638	B	xxxxx 0.638	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.680	B	xxxxx 0.680	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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				Ocean Blvd										
	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected		Protected		Protected				
Rights:	Include		Include		Include		Include		Ignore		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	1

Volume Module:

Base Vol:	0	70	0	0	90	445	0	0	0	5	210	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	90	445	0	0	0	5	210	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	90	445	0	0	0	5	210	40
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:	0	70	0	0	90	445	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	90	445	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
Final Volume:	0	70	0	0	90	445	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	0.02	0.00	0.00	0.03	0.15	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  
 \*\*\*\*\*  
 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  
 \*\*\*\*\*  

Approach:	North Bound			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	0	0	1	1	0	0	0

Volume Module:  
 Base Vol: 0 0 0 95 0 0 70 565 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 95 0 0 70 565 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 95 0 0 70 565 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 95 0 0 70 565 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 95 0 0 70 565 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 95 0 0 70 565 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 0.03 0.00 0.00 0.02 0.18 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*  
 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:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:  
 Base Vol: 0 110 0 0 0 200 130 0 0 0 0 400 255  
 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: 0 110 0 0 0 200 130 0 0 0 0 400 255  
 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: 0 110 0 0 0 200 130 0 0 0 0 400 255  
 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: 0 110 0 0 0 200 130 0 0 0 0 400 255  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 110 0 0 0 200 130 0 0 0 0 400 255  
 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: 0 110 0 0 0 200 130 0 0 0 0 400 255

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 0.90  
 Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00  
 Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.03 0.00 0.00 0.06 0.08 0.00 0.00 0.00 0.00 0.00 0.13 0.09  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A

\*\*\*\*\*

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	200	0	0	110	435	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	200	0	0	110	435	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	200	0	0	110	435	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	200	0	0	110	435	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	435	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	200	0	0	110	435	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	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.14	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*

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

Volume Module:

Base Vol:	435	0	330	0	0	0	0	1375	5	0	1400	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	0	330	0	0	0	0	1375	5	0	1400	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	0	330	0	0	0	0	1375	5	0	1400	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1375	5	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1375	5	0	1400	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1375	5	0	1400	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	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.33	0.00
Crit Volume:	217			0			0			467		
Crit Moves:	****						****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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:	Ferry St / Seaside Ave			Harbor Fwy Ramp			
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	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected	
Rights:	Include		Include	Include		Include	
Min. Green:	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	290	5	395	0	0	0	0	425	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	360	290	5	395	0	0	0	0	425	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	0.25	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360			5						213		
Crit Moves:	****			****						****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 48 Level Of Service: A  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th 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	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
Lanes:	2	0	1	0	1	0	1

Volume Module:

Base Vol:	100	5	110	50	10	5	10	220	5	225	200	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:	100	5	110	50	10	5	10	220	5	225	200	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:	100	5	110	50	10	5	10	220	5	225	200	160
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:	100	5	110	50	10	5	10	220	0	225	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	5	110	50	10	5	10	220	0	225	200	160
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:	100	5	110	50	10	5	10	220	0	225	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.33	0.67	0.09	1.91	1.00	0.77	0.68	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	139	3061	1600	1231	1094	875

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.03	0.00	0.00	0.07	0.07	0.00	0.18	0.18	0.18
Crit Moves:	****		****	****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Harbor 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:	Permitted		Permitted	Protected		Protected									
Rights:	Include		Include	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	2	1	0	3

Volume Module:

Base Vol:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	95	180	165	85	110	35	1140	45	45	1135	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:	110	95	180	165	85	110	35	1140	45	45	1135	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:	1.00	0.35	0.65	0.46	0.24	0.30	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	553	1047	733	378	489	1600	4618	182	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.10	0.22	0.22	0.02	0.25	0.25	0.03	0.24	0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Santa Fe 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:	Protected		Protected	Protected		Protected									
Rights:	Include		Include	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	0	1	1	1	0	3

Volume Module:

Base Vol:	25	230	55	175	160	120	80	975	15	45	1065	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:	25	230	55	175	160	120	80	975	15	45	1065	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:	25	230	55	175	160	120	80	975	15	45	1065	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	1.00
PHF Adj:	1.00	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	230	55	175	160	120	80	975	15	45	1065	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	230	55	175	160	120	80	975	15	45	1065	250

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4727	73	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.11	0.05	0.08	0.05	0.21	0.21	0.03	0.22	0.16
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Vol/Sat and Crit Moves. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Anaheim St / Farragut 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

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Vol/Sat and Crit Moves. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.673  
 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: 210 185 100 215 250 80 100 965 215 100 1025 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: 210 185 100 215 250 80 100 965 215 100 1025 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: 210 185 100 215 250 80 100 965 215 100 1025 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: 210 185 100 215 250 80 100 965 0 100 1025 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 210 185 100 215 250 80 100 965 0 100 1025 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: 210 185 100 215 250 80 100 965 0 100 1025 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: 1.59 1.41 1.00 1.00 2.27 0.73 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2273 2002 1425 1425 3239 1036 1425 2850 1425 1425 2850 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.09 0.07 0.15 0.08 0.08 0.07 0.34 0.00 0.07 0.36 0.14  
 Crit Volume: 132 215 100 513  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.496  
 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 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0  
 Volume Module:  
 Base Vol: 5 120 355 20 85 115 85 860 15 225 940 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: 5 120 355 20 85 115 85 860 15 225 940 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: 5 120 355 20 85 115 85 860 15 225 940 25  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 120 355 20 85 115 85 860 15 225 940 25  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 120 355 20 85 115 85 860 15 225 940 25  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 120 355 20 85 115 85 860 15 225 940 25  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2776 74  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.08 0.12 0.01 0.03 0.08 0.06 0.30 0.01 0.08 0.34 0.34  
 Crit Volume: 120 20 85 483  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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:	55	230	45	135	385	45	60	0	60	40	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A  
\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	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	10	130	10	10	30	65	400	0	30	310	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	400	0	30	310	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	400	0	30	310	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:	1.00	0.07	0.93	1.00	0.25	0.75	0.28	1.72	0.00	0.16	1.68	0.16
Final Sat.:	1500	107	1393	1500	375	1125	419	2581	0	243	2514	243

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.16	0.00	0.12	0.12	0.12
Crit Volume:		140	10				233			30		
Crit Moves:	****	****					****			****		

\*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.355  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 30 30 10 5 95 125 185 405 35 15 350 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: 30 30 10 5 95 125 185 405 35 15 350 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: 30 30 10 5 95 125 185 405 35 15 350 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: 30 30 10 5 95 125 185 405 35 15 350 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 30 10 5 95 125 185 405 35 15 350 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: 30 30 10 5 95 125 185 405 35 15 350 20  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.86 0.86 0.28 0.04 0.96 1.00 0.59 1.30 0.11 0.08 1.82 0.10  
 Final Sat.: 1286 1286 429 67 1433 1500 888 1944 168 117 2727 156  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.08 0.21 0.21 0.21 0.13 0.13 0.13  
 Crit Volume: 30 125 185 192  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries 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: 21 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 165 20 65 5 10 25 20 460 45 15 505 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  
 Initial Bse: 165 20 65 5 10 25 20 460 45 15 505 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: 165 20 65 5 10 25 20 460 45 15 505 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 20 65 5 10 25 20 460 45 15 505 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 165 20 65 5 10 25 20 460 45 15 505 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 165 20 65 5 10 25 20 460 45 15 505 10  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.24 0.76 1.00 0.29 0.71 0.08 1.75 0.17 0.06 1.90 0.04  
 Final Sat.: 1500 353 1147 1500 429 1071 114 2629 257 85 2858 57  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.06 0.06 0.00 0.02 0.02 0.18 0.17 0.17 0.18 0.18 0.18  
 Crit Volume: 165 35 20 265  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*



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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.237  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 19 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 15 15 0 10 10 580 5 10 605 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: 0 0 15 15 0 10 10 580 5 10 605 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: 0 0 15 15 0 10 10 580 5 10 605 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: 0 0 15 15 0 10 10 580 5 10 605 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 15 15 0 10 10 580 5 10 605 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: 0 0 15 15 0 10 10 580 5 10 605 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.60 0.00 0.40 0.03 1.95 0.02 0.03 1.92 0.05  
 Final Sat.: 0 1500 1500 900 0 600 50 2924 25 48 2881 71  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.20 0.20 0.20 0.21 0.21 0.21  
 Crit Volume: 15 15 10 315  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 27 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 25 0 125 120 655 0 0 595 55  
 Growth Adj: 1.00 1.00 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 25 0 125 120 655 0 0 595 55  
 Added Vol: 0 0 0 0 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 25 0 125 120 655 0 0 595 55  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 25 0 125 120 655 0 0 595 55  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 25 0 125 120 655 0 0 595 55  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 25 0 125 120 655 0 0 595 55  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.33 0.67 1.00 1.00 2.00 0.00 1.00 1.83 0.17  
 Final Sat.: 0 1200 0 400 800 1200 1200 2400 0 1200 2197 203  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.10 0.10 0.27 0.00 0.00 0.27 0.27  
 Crit Volume: 0 125 120 325  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa 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: 29 Level Of Service: A  
\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	345	0	345	45	260	0	0	325	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:	0	0	0	345	0	345	45	260	0	0	325	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:	0	0	0	345	0	345	45	260	0	0	325	355
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	0	45	260	0	0	325	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	45	260	0	0	325	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	0	45	260	0	0	325	355

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.03	0.09	0.00	0.00	0.11	0.24
Crit Volume:	0			345			45					355
Crit Moves:				****			****					****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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 Ramp				PCH														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected												
Rights:	Include		Include		Include		Include												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	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	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	115	190	1150	0	0	1110	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	145	0	115	190	1150	0	0	1110	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	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3664	611

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.08	0.13	0.40	0.00	0.00	0.30	0.30
Crit Volume:	0			145			190				432	
Crit Moves:				****			****				****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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

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Street Name:	Site Entrance			Pacific Coast Hwy			
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	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected	
Rights:	Ignore		Ignore	WideBypass		Ignore	
Min. Green:	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	0
Volume Module:	0 0 185		0 0 10	0 1545 10		0 1400 190	
Base Vol:	0 0 185		0 0 10	0 1545 10		0 1400 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		0 0 0	0 0 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 0 185		0 0 10	0 1545 10		0 1400 190	
User Adj:	1.00 1.00 0.00		1.00 1.00 0.00	1.00 1.00 1.00		1.00 1.00 0.00	
PHF Adj:	1.00 1.00 0.00		1.00 1.00 0.00	1.00 1.00 1.00		1.00 1.00 0.00	
PHF Volume:	0 0 0		0 0 0	0 1545 10		0 1400 0	
Reduct Vol:	0 0 0		0 0 0	0 0 0		0 0 0	
Reduced Vol:	0 0 0		0 0 0	0 1545 10		0 1400 0	
PCE Adj:	1.00 1.00 0.00		1.00 1.00 0.00	1.00 1.00 1.00		1.00 1.00 0.00	
MLF Adj:	1.00 1.00 0.00		1.00 1.00 0.00	1.00 1.00 1.00		1.00 1.00 0.00	
FinalVolume:	0 0 0		0 0 0	0 1545 10		0 1400 0	
Saturation Flow Module:	1500 1500 1500		1500 1500 1500	1500 1500 1500		1500 1500 1500	
Sat/Lane:	0.80 0.80 0.80		0.80 0.80 0.80	0.80 0.80 0.80		0.80 0.80 0.80	
Adjustment:	0.00 0.00 1.00		0.00 0.00 1.00	0.00 2.98 0.02		0.00 3.00 0.00	
Lanes:	0 0 1200		0 0 1200	0 3577 23		0 3600 0	
Final Sat.:	0 0 0		0 0 0	0 0.43 0.39		0 0.00 0.00	
Capacity Analysis Module:	0.00 0.00 0.00		0.00 0.00 0.00	0.00 0.43 0.39		0.00 0.00 0.00	
Vol/Sat:	0 0 0		0 0 0	518 0		0 0	
Crit Volume:	0 0 0		0 0 0	518 0		0 0	
Crit Moves:	****		****	****		****	

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 51 Level Of Service: B

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Street Name:	Santa Fe Ave			Pacific Coast Hwy			
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	L - T - R	L - T - R
Control:	Prot+Permit		Prot+Permit	Protected		Protected	
Rights:	Include		Include	Include		Include	
Min. Green:	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0
Volume Module:	5 325 130		10 245 85	90 1135 10		0 1070 120	
Base Vol:	5 325 130		10 245 85	90 1135 10		0 1070 120	
Growth Adj:	1.00 1.00 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 0 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:	5 325 130		10 245 85	90 1135 10		0 1070 120	
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	
PHF Volume:	5 325 130		10 245 85	90 1135 10		0 1070 120	
Reduct Vol:	0 0 0		0 0 0	0 0 0		0 0 0	
Reduced Vol:	5 325 130		10 245 85	90 1135 10		0 1070 120	
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	
FinalVolume:	5 325 130		10 245 85	90 1135 10		0 1070 120	
Saturation Flow Module:	1600 1600 1600		1600 1600 1600	1600 1600 1600		1600 1600 1600	
Sat/Lane:	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	
Adjustment:	1.00 2.00 1.00		1.00 2.00 1.00	1.00 2.00 1.00		1.00 2.00 1.00	
Lanes:	1600 3200 1600		1600 3200 1600	1600 3200 1600		1600 3200 1600	
Final Sat.:	0.01 0.10 0.08		0.01 0.08 0.05	0.06 0.35 0.01		0.00 0.33 0.08	
Capacity Analysis Module:	0.00 0.10 0.08		0.01 0.08 0.05	0.06 0.35 0.01		0.00 0.33 0.08	
Vol/Sat:	****		****	****		****	
Crit Moves:	****		****	****		****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.680  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	35	40	250	210	60	50	15	1260	20	95	1275	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:	35	40	250	210	60	50	15	1260	20	95	1275	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:	35	40	250	210	60	50	15	1260	20	95	1275	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:	35	40	250	210	60	50	15	1260	20	95	1275	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	250	210	60	50	15	1260	20	95	1275	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:	35	40	250	210	60	50	15	1260	20	95	1275	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:	0.47	0.53	1.00	0.78	0.22	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	747	853	1600	1244	356	1600	1600	4725	75	1600	4221	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.16	0.13	0.17	0.03	0.01	0.27	0.27	0.06	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	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 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	30	20	30	65	140	220	640	15	50	540	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:	0	30	20	30	65	140	220	640	15	50	540	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:	0	30	20	30	65	140	220	640	15	50	540	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:	0	30	20	30	65	140	220	640	15	50	540	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	30	65	140	220	640	15	50	540	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:	0	30	20	30	65	140	220	640	15	50	540	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:	0.00	1.20	0.80	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.04	0.09	0.14	0.20	0.01	0.03	0.17	0.19
OvlAdjV/S:												0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2023 Plus Alternative 2: Reduced Project PM Peak Hour

-----  
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 -----

Scenario: 2023 Reduced PM Peak  
 Scenario Report  
 Command: 2023 Reduced PM Peak  
 Volume: 2023 Reduced PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 2	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 4	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.892	D xxxxx	0.892	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.410	A xxxxx	0.410	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.800	D xxxxx	0.800	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.464	A xxxxx	0.464	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.600	A xxxxx	0.600	+ 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  
 \*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	75	0	0	90	605	0	0	0	15	320	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:	0	75	0	0	90	605	0	0	0	15	320	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:	0	75	0	0	90	605	0	0	0	15	320	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	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:	0	75	0	0	90	605	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	90	605	0	0	0	15	320	0
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:	0	75	0	0	90	605	0	0	0	15	320	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	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	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
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.302
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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      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 0      105 0 0      75 540 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
Initial Bse:    0 0 0 0      105 0 0      75 540 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 0 0 0      105 0 0      75 540 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      105 0 0      75 540 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      105 0 0      75 540 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      105 0 0      75 540 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0.03 0.00 0.00 0.03 0.17 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.333
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    26      Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 115 0 0      0 225 85 0 0 0 0 0 520 235
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:    0 115 0 0      0 225 85 0 0 0 0 0 520 235
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:   0 115 0 0      0 225 85 0 0 0 0 0 520 235
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:    0 115 0 0      0 225 85 0 0 0 0 0 520 235
Reduct Vol:    0 0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 115 0 0      0 225 85 0 0 0 0 0 520 235
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:   0 115 0 0      0 225 85 0 0 0 0 0 520 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 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 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0      0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.04 0.00 0.00 0.07 0.05 0.00 0.00 0.00 0.00 0.16 0.08
Crit Moves:    ****          ****          ****
*****
    
```



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
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
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 225 0 0 115 390 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 0 225 0 0 115 390 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 0 225 0 0 115 390 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 0 225 0 0 115 390 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 225 0 0 115 390 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 0 225 0 0 115 390 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.07 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 #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
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 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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
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 0 0 3 0 1
Volume Module:
Base Vol: 555 0 505 0 0 0 0 2485 225 0 2320 45
Growth Adj: 1.00 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 0 505 0 0 0 0 2485 225 0 2320 45
Added Vol: 0 0 0 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 0 505 0 0 0 0 2485 225 0 2320 45
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 555 0 0 0 0 0 0 2485 225 0 2320 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 555 0 0 0 0 0 0 2485 225 0 2320 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 555 0 0 0 0 0 0 2485 225 0 2320 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.16 0.00 0.54 0.00
Crit Volume: 278 0 828 0
Crit Moves: \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 340 185 0 95 0 0 0 0 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 1.00
Initial Bse: 0 340 185 0 95 0 0 0 0 0 170 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: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 340 185 0 95 0 0 0 0 0 170 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 340 185 0 95 0 0 0 0 0 170 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.24 0.13 0.00 0.03 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Volume: 340 0 0 85
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 235 305 145 180
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: 135 5 145 35 5 10 50 120 0 305 145 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 5 145 35 5 10 50 120 0 305 145 180
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: 135 5 145 35 5 10 50 120 0 305 145 180

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.59 1.41 1.00 0.97 0.46 0.57
Final Sat.: 2880 1600 1600 1600 1600 1600 941 2259 1600 1549 737 914

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.09 0.02 0.00 0.01 0.05 0.05 0.00 0.20 0.20 0.20
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	2	1	0

Volume Module:  
 Base Vol: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 175  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 35 100 185 35 85 30 1560 20 55 1325 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: 30 35 100 185 35 85 30 1560 20 55 1325 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: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00  
 Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.28 0.11  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 305  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 295 95 345 225 165 85 1290 10 30 1165 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: 30 295 95 345 225 165 85 1290 10 30 1165 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 37 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected				
Rights:	Ignore		Ignore		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	1	0	1

Volume Module:  
Base Vol: 335 110 30 170 130 40 45 1225 355 20 1205 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: 335 110 30 170 130 40 45 1225 355 20 1205 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: 335 110 30 170 130 40 45 1225 355 20 1205 145  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 335 110 0 170 130 0 45 1225 355 20 1205 145  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 335 110 0 170 130 0 45 1225 355 20 1205 145  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 335 110 0 170 130 0 45 1225 355 20 1205 145

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.21 0.03 0.00 0.11 0.04 0.00 0.03 0.33 0.33 0.01 0.38 0.09  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut 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: 62 Level Of Service: B

Street Name: Farragut 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:	Protected		Protected		Protected		Protected						
Rights:	Include		Ovl		Include		Ovl						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	0	1	0	3	0	1	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60  
Growth Adj: 1.00 1.00 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 65 0 360 140 1505 0 0 1615 60  
Added Vol: 0 0 0 0 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 65 0 360 140 1505 0 0 1615 60  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 65 0 360 140 1505 0 0 1615 60  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 65 0 360 140 1505 0 0 1615 60

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04  
Crit Volume: 0 360 0 538  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 173 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	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: 280 340 180 215 185 50 85 1325 220 85 1530 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: 280 340 180 215 185 50 85 1325 220 85 1530 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: 280 340 180 215 185 50 85 1325 220 85 1530 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: 280 340 180 215 185 50 85 1325 0 85 1530 155  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 280 340 180 215 185 50 85 1325 0 85 1530 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: 280 340 180 215 185 50 85 1325 0 85 1530 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: 1.35 1.65 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1931 2344 1425 1425 3365 910 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.15 0.15 0.13 0.15 0.05 0.05 0.06 0.46 0.00 0.06 0.54 0.11  
Crit Volume: 207 215 85 765  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 15 270 595 30 250 110 120 965 10 325 1365 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: 15 270 595 30 250 110 120 965 10 325 1365 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: 15 270 595 30 250 110 120 965 10 325 1365 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: 15 270 595 30 250 110 120 965 10 325 1365 50  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 270 595 30 250 110 120 965 10 325 1365 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: 15 270 595 30 250 110 120 965 10 325 1365 50

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2749 101

Capacity Analysis Module:  
Vol/Sat: 0.01 0.19 0.21 0.02 0.09 0.08 0.08 0.34 0.01 0.11 0.50 0.50  
Crit Volume: 270 30 120 708  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:  
Base Vol: 85 295 80 100 330 35 70 0 15 115 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: 85 295 80 100 330 35 70 0 15 115 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: 85 295 80 100 330 35 70 0 15 115 0 280  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 85 295 0 100 330 35 70 0 15 115 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 295 0 100 330 35 70 0 15 115 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 85 295 0 100 330 35 70 0 15 115 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2486 264 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00  
Crit Volume: 85 183 70 115  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad 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: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	1	0	1

Volume Module:  
Base Vol: 10 0 145 70 0 210 140 500 0 20 435 65  
Growth Adj: 1.00 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 0 145 70 0 210 140 500 0 20 435 65  
Added Vol: 0 0 0 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 0 145 70 0 210 140 500 0 20 435 65  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 145 70 0 210 140 500 0 20 435 65  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 0 145 70 0 210 140 500 0 20 435 65  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 0 145 70 0 210 140 500 0 20 435 65

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.08 1.67 0.25  
Final Sat.: 1500 0 1500 1500 0 1500 656 2344 0 115 2510 375

Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.21 0.21 0.00 0.17 0.17 0.17  
Crit Volume: 145 70 140 260  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 47 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 40 70 5 30 30 285 390 575 5 10 605 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: 40 70 5 30 30 285 390 575 5 10 605 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: 40 70 5 30 30 285 390 575 5 10 605 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: 40 70 5 30 30 285 390 575 5 10 605 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 40 70 5 30 30 285 390 575 5 10 605 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 40 70 5 30 30 285 390 575 5 10 605 35

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.69 1.22 0.09 0.17 0.83 1.00 0.80 1.19 0.01 0.03 1.86 0.11  
Final Sat.: 1043 1826 130 261 1239 1500 1206 1778 15 46 2792 162

Capacity Analysis Module:  
Vol/Sat: 0.04 0.04 0.04 0.11 0.02 0.19 0.32 0.32 0.32 0.22 0.22 0.22  
Crit Volume: 40 285 390 325  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 160 20 75 5 5 30 20 825 20 10 890 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: 160 20 75 5 5 30 20 825 20 10 890 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: 160 20 75 5 5 30 20 825 20 10 890 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: 160 20 75 5 5 30 20 825 20 10 890 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 160 20 75 5 5 30 20 825 20 10 890 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 160 20 75 5 5 30 20 825 20 10 890 30

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.21 0.79 1.00 0.14 0.86 0.04 1.91 0.05 0.02 1.92 0.06  
Final Sat.: 1500 316 1184 1500 214 1286 69 2861 69 32 2871 97

Capacity Analysis Module:  
Vol/Sat: 0.11 0.06 0.06 0.00 0.02 0.02 0.29 0.29 0.29 0.31 0.31 0.31  
Crit Volume: 160 35 20 465  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune 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: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 25 0 30 15 5 25 15 810 20 20 1110 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: 25 0 30 15 5 25 15 810 20 20 1110 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: 25 0 30 15 5 25 15 810 20 20 1110 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: 25 0 30 15 5 25 15 810 20 20 1110 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 0 30 15 5 25 15 810 20 20 1110 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: 25 0 30 15 5 25 15 810 20 20 1110 20

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.91 0.09 1.00 0.33 0.11 0.56 0.03 1.92 0.05 0.03 1.94 0.03
Final Sat.: 1364 136 1500 500 167 833 53 2876 71 52 2896 52

Capacity Analysis Module:

Vol/Sat: 0.02 0.00 0.02 0.03 0.03 0.03 0.28 0.28 0.28 0.38 0.38 0.38
Crit Volume: 25 45 15 575
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd
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 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 0 130 0 210 105 665 0 0 860 340
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 0 0 130 0 210 105 665 0 0 860 340
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 0 0 130 0 210 105 665 0 0 860 340
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: 0 0 0 130 0 210 105 665 0 0 860 340
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 210 105 665 0 0 860 340
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: 0 0 0 130 0 210 105 665 0 0 860 340

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 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 1.00 0.00 0.76 0.24 1.00 1.00 2.00 0.00 1.00 1.43 0.57
Final Sat.: 0 1200 0 918 282 1200 1200 2400 0 1200 1720 680

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.17 0.09 0.28 0.00 0.00 0.50 0.50
Crit Volume: 0 210 105 600
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*



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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 72 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 570 0 425 45 325 0 0 1005 585  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 570 0 425 45 325 0 0 1005 585  
Added Vol: 0 0 0 0 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 0 570 0 425 45 325 0 0 1005 585  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 570 0 0 45 325 0 0 1005 585  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 570 0 0 45 325 0 0 1005 585  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 570 0 0 45 325 0 0 1005 585

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.11 0.00 0.00 0.34 0.39  
Crit Volume: 0 570 45 585  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 75 Level Of Service: B

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 245 0 290 270 1290 0 0 1110 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 0 245 0 290 270 1290 0 0 1110 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 0 245 0 290 270 1290 0 0 1110 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 0 245 0 290 270 1290 0 0 1110 185  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 245 0 290 270 1290 0 0 1110 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 0 245 0 290 270 1290 0 0 1110 185

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.20 0.19 0.45 0.00 0.00 0.30 0.30  
Crit Volume: 0 290 270 432  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
Base Vol: 0 0 85 0 0 0 0 1670 0 0 1395 105  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 85 0 0 0 0 1670 0 0 1395 105  
Added Vol: 0 0 0 0 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 85 0 0 0 0 1670 0 0 1395 105  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1670 0 0 1395 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1670 0 0 1395 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1670 0 0 1395 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.00 0.00 0.39 0.00  
Crit Volume: 0 0 557 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 82 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
Base Vol: 0 455 125 15 275 105 135 1480 5 115 1120 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: 0 455 125 15 275 105 135 1480 5 115 1120 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: 0 455 125 15 275 105 135 1480 5 115 1120 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: 0 455 125 15 275 105 135 1480 5 115 1120 155  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 455 125 15 275 105 135 1480 5 115 1120 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: 0 455 125 15 275 105 135 1480 5 115 1120 155

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.00 0.14 0.08 0.01 0.09 0.07 0.08 0.46 0.00 0.07 0.35 0.10  
Crit Moves: \*\*\*\* \*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 70 270 215 85 30 30 1730 25 60 1310 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: 45 70 270 215 85 30 30 1730 25 60 1310 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: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.60 0.40
Final Sat.: 626 974 1600 1147 453 1600 1600 4732 68 1600 4164 636

Capacity Analysis Module:
Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.37 0.37 0.04 0.31 0.31
Crit Moves: \*\*\*\* \*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp 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: 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 2 0 1

Volume Module:
Base Vol: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 35 30 35 15 160 205 905 0 5 735 235
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: 5 35 30 35 15 160 205 905 0 5 735 235
OvlAdjVol: 75

Saturation Flow Module:
Sat/Lane: 1600 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: 0.14 1.00 0.86 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1600 1371 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.10 0.13 0.28 0.00 0.00 0.23 0.15
OvlAdjV/S: 0.05

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

\*\*\*\*\*

## 2035 Without Project AM Peak Hour

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 Port of Los Angeles  
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 Year 2035 AM Peak - WO Project W ICTF  
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Scenario: 2035 WO Project AM Peak  
 Scenario Report  
 Command: 2035 WO Project AM Peak  
 Volume: 2035 WO Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Year 2035 AM Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 2	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.517	A xxxxx	0.517	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.816	D xxxxx	0.816	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.819	D xxxxx	0.819	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.728	C xxxxx	0.728	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.558	A xxxxx	0.558	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.760	C xxxxx	0.760	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.483	A xxxxx	0.483	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.759	C	xxxxx 0.759	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.542	A	xxxxx 0.542	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497  
 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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	5 520 0	0 365 765	0 0 0	0 125 235 200
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:	5 520 0	0 365 765	0 0 0	0 125 235 200
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:	5 520 0	0 365 765	0 0 0	0 125 235 200
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 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 0.00
PHF Volume:	5 520 0	0 365 765	0 0 0	0 125 235 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	5 520 0	0 365 765	0 0 0	0 125 235 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 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 0.00
FinalVolume:	5 520 0	0 365 765	0 0 0	0 125 235 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 0.16 0.00	0.00 0.11 0.27	0.00 0.00 0.00	0.08 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)

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*****
Intersection #2
Cycle (sec):          100          Critical Vol./Cap.(X):          0.435
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       30              Level Of Service:             A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:       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 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 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 490 0 0 525 80 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
Initial Bse:   0 0 0 0 490 0 0 525 80 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 0 490 0 0 525 80 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 0 490 0 0 525 80 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 0 490 0 0 525 80 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 0 490 0 0 525 80 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 0.15 0.00 0.00 0.18 0.03 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec):          100          Critical Vol./Cap.(X):          0.517
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       34              Level Of Service:             A
*****
Street Name:      Pier S Ave      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       Split Phase     Split Phase
Rights:        Include         Include         Include         Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         0 0 2 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 460 0 0 0 120 5 0 0 0 0 0 875 220
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 1.00
Initial Bse:   0 460 0 0 0 120 5 0 0 0 0 0 875 220
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:  0 460 0 0 0 120 5 0 0 0 0 0 875 220
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 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 460 0 0 0 120 5 0 0 0 0 0 875 220
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 460 0 0 0 120 5 0 0 0 0 0 875 220
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 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 460 0 0 0 120 5 0 0 0 0 0 875 220
-----|-----|-----|-----|
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 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.14 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.08
Crit Moves:   ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.429
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      120 0 0      460 485 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
Initial Bse:    0 0 0 0      120 0 0      460 485 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 0 0 0      120 0 0      460 485 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      120 0 0      460 485 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      120 0 0      460 485 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      120 0 0      460 485 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.15 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.816
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    101         Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      465 0 745 0 0 0 0 0 2790 315 0 2640 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:    465 0 745 0 0 0 0 0 2790 315 0 2640 35
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:   465 0 745 0 0 0 0 0 2790 315 0 2640 35
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    465 0 0 0 0 0 0 0 2790 315 0 2640 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   465 0 0 0 0 0 0 0 2790 315 0 2640 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   465 0 0 0 0 0 0 0 2790 315 0 2640 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.22 0.00 0.62 0.00
Crit Volume:   233          0          930          0
Crit Moves:    ****          ****          ****          ****
*****
    
```



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 435 290 0 440 0 0 0 0 540 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: 0 435 290 0 440 0 0 0 0 540 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: 0 435 290 0 440 0 0 0 0 540 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: 0 435 290 0 440 0 0 0 0 540 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 435 290 0 440 0 0 0 0 540 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: 0 435 290 0 440 0 0 0 0 540 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00  
Crit Volume: 435 0 0 0 270  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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
Lanes:	2	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 100 15 335 160 10 5 10 340 35 280 230 195  
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: 100 15 335 160 10 5 10 340 35 280 230 195  
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: 100 15 335 160 10 5 10 340 35 280 230 195  
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: 100 15 335 160 10 5 10 340 0 280 230 195  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 100 15 335 160 10 5 10 340 0 280 230 195  
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: 100 15 335 160 10 5 10 340 0 280 230 195

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.33 0.67 0.06 1.94 1.00 0.80 0.65 0.55  
Final Sat.: 2880 1600 1600 1600 2133 1067 91 3109 1600 1271 1044 885

Capacity Analysis Module:  
Vol/Sat: 0.03 0.01 0.21 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 130 85 145 135 65 55 15 830 35 30 1575 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: 130 85 145 135 65 55 15 830 35 30 1575 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: 130 85 145 135 65 55 15 830 35 30 1575 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: 130 85 145 135 65 55 15 830 35 30 1575 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 830 35 30 1575 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: 130 85 145 135 65 55 15 830 35 30 1575 180

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.88 0.12 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4606 194 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.18 0.18 0.02 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 #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 15 200 35 175 260 60 20 1085 10 10 1190 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: 15 200 35 175 260 60 20 1085 10 10 1190 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: 15 200 35 175 260 60 20 1085 10 10 1190 375
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 200 35 175 260 60 20 1085 10 10 1190 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 200 35 175 260 60 20 1085 10 10 1190 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 200 35 175 260 60 20 1085 10 10 1190 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4756 44 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.06 0.02 0.11 0.08 0.04 0.01 0.23 0.23 0.01 0.25 0.23
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 58 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 245 140 15 310 135 35 40 820 255 10 1105 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: 245 140 15 310 135 35 40 820 255 10 1105 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: 245 140 15 310 135 35 40 820 255 10 1105 285  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 245 140 0 310 135 0 40 820 255 10 1105 285  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 245 140 0 310 135 0 40 820 255 10 1105 285  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 245 140 0 310 135 0 40 820 255 10 1105 285

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.29 0.71 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3661 1139 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.04 0.00 0.19 0.04 0.00 0.03 0.22 0.22 0.01 0.35 0.18  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65  
 Growth Adj: 1.00 1.00 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 30 0 160 230 1075 0 0 1370 65  
 Added Vol: 0 0 0 0 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 30 0 160 230 1075 0 0 1370 65  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 30 0 160 230 1075 0 0 1370 65  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 30 0 160 230 1075 0 0 1370 65

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.11 0.16 0.25 0.00 0.00 0.32 0.05  
 Crit Volume: 0 30 230 457  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

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

Volume Module:

Base Vol:	210	95	130	105	155	45	95	1155	370	55	1350	105
Growth Adj:	1.00	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	95	130	105	155	45	95	1155	370	55	1350	105
Added Vol:	0	0	0	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	95	130	105	155	45	95	1155	370	55	1350	105
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:	210	95	130	105	155	45	95	1155	0	55	1350	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	95	130	105	155	45	95	1155	0	55	1350	105
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:	210	95	130	105	155	45	95	1155	0	55	1350	105

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3313	962	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.09	0.07	0.05	0.05	0.07	0.41	0.00	0.04	0.47	0.07
Crit Volume:	130	105		95			675			675		
Crit Moves:	****	****		****			****			****		

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

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 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*

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: 44 Level Of Service: A

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Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	20	150	575	40	130	140	95	895	10	380	960	40
Growth Adj:	1.00	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	150	575	40	130	140	95	895	10	380	960	40
Added Vol:	0	0	0	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	150	575	40	130	140	95	895	10	380	960	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	150	575	40	130	140	95	895	10	380	960	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	575	40	130	140	95	895	10	380	960	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	150	575	40	130	140	95	895	10	380	960	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2736	114

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.20	0.03	0.05	0.10	0.07	0.31	0.01	0.13	0.35	0.35
Crit Volume:	150	40		447			190			190		
Crit Moves:	****	****		****			****			****		

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

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Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	35	365	95	55	425	25	35	5	40	180	0	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:	35	365	95	55	425	25	35	5	40	180	0	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:	35	365	95	55	425	25	35	5	40	180	0	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	365	0	55	425	25	35	5	40	180	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	365	0	55	425	25	35	5	40	180	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	365	0	55	425	25	35	5	40	180	0	0

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	1.89	0.11	1.00	0.11	0.89	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2597	153	1375	153	1222	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.00	0.02	0.16	0.16	0.03	0.03	0.03	0.13	0.00	0.00
Crit Volume:	35			225			45	180				
Crit Moves:	****			****			****	****				

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

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Intersection #15 Harry Bridges Blvd / Broad 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: 22 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	70	95	5	110	80	230	5	140	330	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	70	95	5	110	80	230	5	140	330	65
Added Vol:	0	0	0	0	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	70	95	5	110	80	230	5	140	330	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	70	95	5	110	80	230	5	140	330	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	70	95	5	110	80	230	5	140	330	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	70	95	5	110	80	230	5	140	330	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.04	0.96	0.51	1.46	0.03	0.52	1.24	0.24
Final Sat.:	1500	100	1400	1500	65	1435	762	2190	48	785	1850	364

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.08	0.08	0.11	0.11	0.10	0.18	0.18	0.18
Crit Volume:	75			95			80			268		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.558  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 45 20 10 30 145 190 355 285 130 20 455 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: 45 20 10 30 145 190 355 285 130 20 455 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: 45 20 10 30 145 190 355 285 130 20 455 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: 45 20 10 30 145 190 355 285 130 20 455 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 45 20 10 30 145 190 355 285 130 20 455 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: 45 20 10 30 145 190 355 285 130 20 455 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: 1.00 0.73 0.27 0.16 0.84 1.00 0.92 0.74 0.34 0.08 1.84 0.08  
Final Sat.: 1500 1100 400 247 1253 1500 1383 1110 506 121 2758 121  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.26 0.26 0.17 0.16 0.17  
Crit Volume: 45 190 355 248  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
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: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 75 10 105 25 10 10 10 560 40 65 560 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: 75 10 105 25 10 10 10 560 40 65 560 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: 75 10 105 25 10 10 10 560 40 65 560 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: 75 10 105 25 10 10 10 560 40 65 560 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 10 105 25 10 10 10 560 40 65 560 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: 75 10 105 25 10 10 10 560 40 65 560 15  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.09 0.91 1.00 0.50 0.50 0.03 1.84 0.13 0.20 1.75 0.05  
Final Sat.: 1500 130 1370 1500 750 750 49 2754 197 305 2625 70  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.21 0.21 0.21  
Crit Volume: 115 25 305 65  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	600	10	15	575	0
Growth Adj:	1.00	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	5	20	0	0	0	0	600	10	15	575	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	600	10	15	575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	600	10	15	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	600	10	15	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	600	10	15	575	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.97	0.03	0.05	1.95	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2951	49	76	2924	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.20	0.00
Crit Volume:	20	0	0	0	0	0	0	305	15	15	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	85	0	285	0	560	0	0	535	0
Growth Adj:	1.00	1.00	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	85	0	285	0	560	0	0	535	0
Added Vol:	0	0	0	0	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	85	0	285	0	560	0	0	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	85	0	285	0	560	0	0	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	285	0	560	0	0	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	85	0	285	0	560	0	0	535	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.46	0.54	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	551	649	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.23	0.00	0.00	0.22	0.00
Crit Volume:	0	0	0	285	280	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: C

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	380	0	570	150	695	0	5	570	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	380	0	570	150	695	0	5	570	605
Added Vol:	0	0	0	0	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	5	380	0	570	150	695	0	5	570	605
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	380	0	0	150	695	0	5	570	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	380	0	0	150	695	0	5	570	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	380	0	0	150	695	0	5	570	605

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.10	0.23	0.00	0.00	0.19	0.40
Crit Volume:	5		380	150		605		605		0		
Crit Moves:	****		****	****		****		****		****		

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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: 60 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	245	0	245	220	1270	0	0	1070	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	0	0	245	0	245	220	1270	0	0	1070	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	0	0	245	0	245	220	1270	0	0	1070	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	0	0	245	0	245	220	1270	0	0	1070	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	245	0	245	220	1270	0	0	1070	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	0	0	245	0	245	220	1270	0	0	1070	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	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	0.17	0.00	0.17	0.15	0.45	0.00	0.00	0.30	0.30
Crit Volume:	0		245	635		0		0		0		
Crit Moves:	****		****	****		****		****		****		

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 120 0 0 30 0 1665 75 0 1540 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: 0 0 120 0 0 30 0 1665 75 0 1540 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: 0 0 120 0 0 30 0 1665 75 0 1540 265  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 0 1665 75 0 1540 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 0 1665 75 0 1540 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 0 1665 75 0 1540 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.87 0.13 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3445 155 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.48 0.48 0.00 0.43 0.00  
 Crit Volume: 0 0 0 0 0 0 0 580 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.962  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 144 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 180 375 45 335 470 185 115 1135 105 60 1355 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: 180 375 45 335 470 185 115 1135 105 60 1355 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: 180 375 45 335 470 185 115 1135 105 60 1355 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: 180 375 45 335 470 185 115 1135 105 60 1355 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 180 375 45 335 470 185 115 1135 105 60 1355 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: 180 375 45 335 470 185 115 1135 105 60 1355 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.12 0.03 0.21 0.15 0.12 0.07 0.35 0.07 0.04 0.42 0.12  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 15 35 145 270 105 25 10 1480 25 95 1830 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: 15 35 145 270 105 25 10 1480 25 95 1830 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: 15 35 145 270 105 25 10 1480 25 95 1830 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: 15 35 145 270 105 25 10 1480 25 95 1830 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 145 270 105 25 10 1480 25 95 1830 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: 15 35 145 270 105 25 10 1480 25 95 1830 220

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.68 0.32
Final Sat.: 480 1120 1600 1152 448 1600 1600 4720 80 1600 4285 515

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.31 0.31 0.06 0.43 0.43
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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: 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 2 0 1

Volume Module:

Base Vol: 15 35 15 115 55 95 130 715 45 85 835 310
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: 15 35 15 115 55 95 130 715 45 85 835 310
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: 15 35 15 115 55 95 130 715 45 85 835 310
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: 15 35 15 115 55 95 130 715 45 85 835 310
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 15 115 55 95 130 715 45 85 835 310
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: 15 35 15 115 55 95 130 715 45 85 835 310
OvlAdjVol: 215

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.46 1.08 0.46 1.35 0.65 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 738 1723 738 2165 1035 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.06 0.08 0.22 0.03 0.05 0.26 0.19
OvlAdjV/S: 0.13

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

\*\*\*\*\*

## 2035 Without Project MD Peak Hour

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 Port of Los Angeles  
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Scenario: 2035 WO Project MD Peak  
 Scenario Report  
 Command: 2035 WO Project MD Peak  
 Volume: 2035 WO Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2035 MD Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 2	A xxxxx	0.502	A xxxxx	0.502	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 4	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.711	C xxxxx	0.711	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.883	D xxxxx	0.883	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.707	C xxxxx	0.707	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.615	B xxxxx	0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.733	C xxxxx	0.733	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.537	A xxxxx	0.537	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.229	A xxxxx	0.229	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.272	A xxxxx	0.272	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.413	A xxxxx	0.413	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.320	A xxxxx	0.320	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.165	A xxxxx	0.165	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.411	A xxxxx	0.411	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.845	D xxxxx	0.845	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.746	C	xxxxx 0.746	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.461	A	xxxxx 0.461	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531  
 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 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	
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	10	860	0	0	265	850	0	0	0	55	255	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:	10	860	0	0	265	850	0	0	0	55	255	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:	10	860	0	0	265	850	0	0	0	55	255	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:	10	860	0	0	265	850	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	860	0	0	265	850	0	0	0	55	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	860	0	0	265	850	0	0	0	55	255	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	0.27	0.00	0.00	0.08	0.30	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****				****		

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 870 355 5 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 0 870 355 5 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 0 870 355 5 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 0 870 355 5 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 320 0 0 870 355 5 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 0 870 355 5 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 1.00 0.03 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3156 44 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.00 0.30 0.11 0.11 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
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 1.00 1.00
Initial Bse: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
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: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
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 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
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 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 360 0 0 0 250 5 0 0 0 0 0 835 420
Saturation Flow Module:
Sat/Lane: 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 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.11 0.00 0.00 0.08 0.00 0.00 0.00 0.00 0.00 0.00 0.26 0.15
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.491
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    33          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      250 0 0      360 975 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
Initial Bse:    0 0 0 0      250 0 0      360 975 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 0 0 0      250 0 0      360 975 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      250 0 0      360 975 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      250 0 0      360 975 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      250 0 0      360 975 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.09 0.00 0.00 0.23 0.30 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.711
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    64          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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      530 0 950 0 0 0 0 0 2245 160 0 1900 45
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    530 0 950 0 0 0 0 0 2245 160 0 1900 45
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:    530 0 950 0 0 0 0 0 2245 160 0 1900 45
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    530 0 0 0 0 0 0 0 2245 160 0 1900 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   530 0 0 0 0 0 0 0 2245 160 0 1900 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   530 0 0 0 0 0 0 0 2245 160 0 1900 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.11 0.00 0.44 0.00
Crit Volume:   265          0          748          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

	Ferry St / Seaside Ave	Harbor Fwy Ramp
Base Vol:	0 545 465	5 430 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 545 465	5 430 0
Added Vol:	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0
Initial Fut:	0 545 465	5 430 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 545 465	5 430 0
Reduct Vol:	0 0 0	0 0 0
Reduced Vol:	0 545 465	5 430 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 545 465	5 430 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425
Adjustment:	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
Final Sat.:	0 1425 1425	1425 2850 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.38 0.33	0.00 0.15 0.00
Crit Volume:	545	5
Crit Moves:	***	***

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 105 Level Of Service: D

\*\*\*\*\*

Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Split Phase
Rights:	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	0 1 1 0 1

Volume Module:

	Pier B St-Pico Ave	I-710 Ramps-9th St
Base Vol:	135 15 340	170 15 5 10 315 45
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	135 15 340	170 15 5 10 315 45
Added Vol:	0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0	0 0 0 0 0 0
Initial Fut:	135 15 340	170 15 5 10 315 45
User Adj:	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 0.00
PHF Volume:	135 15 340	170 15 5 10 315 0
Reduct Vol:	0 0 0	0 0 0 0 0 0
Reduced Vol:	135 15 340	170 15 5 10 315 0
PCE Adj:	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 0.00
FinalVolume:	135 15 340	170 15 5 10 315 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 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 1.50 0.50	0.06 1.94 1.00
Final Sat.:	2880 1600 1600	1600 2400 800	98 3102 1600

Capacity Analysis Module:

Vol/Sat:	0.05 0.01 0.21	0.11 0.01 0.01	0.10 0.10 0.00
Crit Moves:	***	***	***

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 235 95 130 135 55 65 30 1245 30 25 1190 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: 235 95 130 135 55 65 30 1245 30 25 1190 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: 235 95 130 135 55 65 30 1245 30 25 1190 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 1.00
PHF Adj: 1.00 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 95 130 135 55 65 30 1245 30 25 1190 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 95 130 135 55 65 30 1245 30 25 1190 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 235 95 130 135 55 65 30 1245 30 25 1190 150

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.42 0.58 0.53 0.22 0.25 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 676 924 847 345 408 1600 4687 113 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.15 0.14 0.14 0.08 0.16 0.16 0.02 0.27 0.27 0.02 0.25 0.09
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 20 205 60 205 195 80 40 1035 15 30 1045 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: 20 205 60 205 195 80 40 1035 15 30 1045 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: 20 205 60 205 195 80 40 1035 15 30 1045 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: 20 205 60 205 195 80 40 1035 15 30 1045 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 205 60 205 195 80 40 1035 15 30 1045 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: 20 205 60 205 195 80 40 1035 15 30 1045 215

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4731 69 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.06 0.04 0.13 0.06 0.05 0.03 0.22 0.22 0.02 0.22 0.13
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.651  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: B  
 \*\*\*\*\*  
 Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
 Rights: Ignore Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 100 50 10 235 55 45 60 960 155 15 1060 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: 100 50 10 235 55 45 60 960 155 15 1060 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: 100 50 10 235 55 45 60 960 155 15 1060 300  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 100 50 0 235 55 0 60 960 155 15 1060 300  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 100 50 0 235 55 0 60 960 155 15 1060 300  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 100 50 0 235 55 0 60 960 155 15 1060 300  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.58 0.42 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4133 667 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.02 0.00 0.15 0.02 0.00 0.04 0.23 0.23 0.01 0.33 0.19  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut 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: 40 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Farragut 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: Protected Protected Protected Protected  
 Rights: Include Ovl Include Ovl  
 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 3 0 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60  
 Growth Adj: 1.00 1.00 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 35 0 205 200 1180 0 0 1140 60  
 Added Vol: 0 0 0 0 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 35 0 205 200 1180 0 0 1140 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 35 0 205 200 1180 0 0 1140 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 35 0 205 200 1180 0 0 1140 60  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.14 0.14 0.28 0.00 0.00 0.27 0.04  
 Crit Volume: 0 35 200 380  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #12 Anaheim St / Henry Ford Ave
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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
Volume Module:
Base Vol: 205 120 120 210 140 85 135 1145 175 75 1160 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: 205 120 120 210 140 85 135 1145 175 75 1160 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: 205 120 120 210 140 85 135 1145 175 75 1160 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: 205 120 120 210 140 85 135 1145 0 75 1160 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 120 120 210 140 85 135 1145 0 75 1160 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: 205 120 120 210 140 85 135 1145 0 75 1160 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: 1.89 1.11 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2697 1578 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.15 0.05 0.06 0.09 0.40 0.00 0.05 0.41 0.14
Crit Volume: 120 210 135 580
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #13 Anaheim St / Alameda St
\*\*\*\*\*
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: Alameda St 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: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 5 110 450 30 120 155 85 870 0 225 995 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 110 450 30 120 155 85 870 0 225 995 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 110 450 30 120 155 85 870 0 225 995 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 110 450 30 120 155 85 870 0 225 995 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 110 450 30 120 155 85 870 0 225 995 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 110 450 30 120 155 85 870 0 225 995 45
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123
Capacity Analysis Module:
Vol/Sat: 0.00 0.08 0.16 0.02 0.04 0.11 0.06 0.31 0.00 0.08 0.36 0.36
Crit Volume: 5 155 85 520
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A

\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	35	235	75	85	220	40	70	5	25	80	0	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:	35	235	75	85	220	40	70	5	25	80	0	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:	35	235	75	85	220	40	70	5	25	80	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	235	0	85	220	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	235	0	85	220	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	235	0	85	220	40	70	5	25	80	0	0

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	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2327	423	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	35			130	70		80					
Crit Moves:	***			***	***	***	***			***		***

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	10	125	10	10	35	65	210	0	35	325	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	10	125	10	10	35	65	210	0	35	325	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	10	125	10	10	35	65	210	0	35	325	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	10	125	10	10	35	65	210	0	35	325	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	125	10	10	35	65	210	0	35	325	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	125	10	10	35	65	210	0	35	325	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:	1.00	0.07	0.93	1.00	0.22	0.78	0.47	1.53	0.00	0.18	1.64	0.18
Final Sat.:	1500	111	1389	1500	333	1167	709	2291	0	266	2468	266

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.09	0.09	0.00	0.13	0.13	0.13
Crit Volume:	135			10			65			198		
Crit Moves:	***			***			***			***		***

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

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

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Street Name:	Avalon Blvd				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	65	25	5	5	95	130	235	270	75	15	355	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:	65	25	5	5	95	130	235	270	75	15	355	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:	65	25	5	5	95	130	235	270	75	15	355	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:	65	25	5	5	95	130	235	270	75	15	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	5	5	95	130	235	270	75	15	355	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:	65	25	5	5	95	130	235	270	75	15	355	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:	1.00	0.89	0.11	0.04	0.96	1.00	0.81	0.93	0.26	0.08	1.87	0.05
Final Sat.:	1500	1342	158	65	1435	1500	1216	1397	388	118	2803	79

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.19	0.19	0.19	0.13	0.13	0.13
Crit Volume:	65			130	235					190		
Crit Moves:	****			****	****					****		

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.320  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

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Street Name:	Fries Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	70	20	160	10	5	20	10	395	45	65	445	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:	70	20	160	10	5	20	10	395	45	65	445	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:	70	20	160	10	5	20	10	395	45	65	445	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:	70	20	160	10	5	20	10	395	45	65	445	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	160	10	5	20	10	395	45	65	445	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:	70	20	160	10	5	20	10	395	45	65	445	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:	1.00	0.11	0.89	1.00	0.20	0.80	0.04	1.76	0.20	0.24	1.68	0.08
Final Sat.:	1500	167	1333	1500	300	1200	67	2633	300	368	2519	113

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:	180	10		225		65						
Crit Moves:	****	****	****	****	****	****						

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.165  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 17 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	0	5	15	0	0	0	0	440	5	10	485	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	0	0	0	0	440	5	10	485	0
Added Vol:	0	0	0	0	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	15	0	0	0	0	440	5	10	485	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	0	0	0	0	440	5	10	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	0	0	0	0	440	5	10	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	15	0	0	0	0	440	5	10	485	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.98	0.02	0.04	1.96	0.00
Final Sat.:	0	1500	1500	0	0	0	0	2966	34	61	2939	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.17	0.16	0.00
Crit Volume:	15	0	0	0	0	0	0	223	10	10	228	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	20	0	175	0	420	0	0	455	0
Growth Adj:	1.00	1.00	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	20	0	175	0	420	0	0	455	0
Added Vol:	0	0	0	0	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	20	0	175	0	420	0	0	455	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	20	0	175	0	420	0	0	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	175	0	420	0	0	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	20	0	175	0	420	0	0	455	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	246	954	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.15	0.00	0.17	0.00	0.00	0.19	0.00
Crit Volume:	0	0	0	175	0	0	0	228	0	0	228	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 39 Level Of Service: B

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Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	0 0 0 0 0	0 0 0 0 0

Volume Module:

Base Vol:	0	0	10	385	0	575	90	435	0	5	550	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	385	0	575	90	435	0	5	550	460
Added Vol:	0	0	0	0	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	10	385	0	575	90	435	0	5	550	460
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	385	0	0	90	435	0	5	550	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	385	0	0	90	435	0	5	550	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	385	0	0	90	435	0	5	550	460

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.06	0.15	0.00	0.00	0.18	0.31
Crit Volume:	10	385					90					460
Crit Moves:	****	****					****					****

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

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	295

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.17	0.83
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3096	1179

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.16	0.16	0.35	0.00	0.00	0.25	0.25
Crit Volume:	0					230	225				357	
Crit Moves:				****		****	****				****	

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: 39 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 190 0 0 45 0 1440 40 0 1310 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: 0 0 190 0 0 45 0 1440 40 0 1310 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: 0 0 190 0 0 45 0 1440 40 0 1310 160  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1440 40 0 1310 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1440 40 0 1310 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1440 40 0 1310 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.92 0.08 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3503 97 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.41 0.00 0.36 0.00  
 Crit Volume: 0 0 493 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.845  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 87 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 170 325 100 200 305 155 145 1320 170 95 1240 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  
 Initial Bse: 170 325 100 200 305 155 145 1320 170 95 1240 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: 170 325 100 200 305 155 145 1320 170 95 1240 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 170 325 100 200 305 155 145 1320 170 95 1240 215  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 170 325 100 200 305 155 145 1320 170 95 1240 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 170 325 100 200 305 155 145 1320 170 95 1240 215  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.10 0.06 0.13 0.10 0.10 0.09 0.41 0.11 0.06 0.39 0.13  
 Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.746  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	30	20	270	185	40	50	15	1625	15	85	1505	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:	30	20	270	185	40	50	15	1625	15	85	1505	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:	30	20	270	185	40	50	15	1625	15	85	1505	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:	30	20	270	185	40	50	15	1625	15	85	1505	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	270	185	40	50	15	1625	15	85	1505	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:	30	20	270	185	40	50	15	1625	15	85	1505	170

Saturation Flow Module:

Sat/Lane:	1600	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:	0.60	0.40	1.00	0.82	0.18	1.00	1.00	2.97	0.03	1.00	2.70	0.30
Final Sat.:	960	640	1600	1316	284	1600	1600	4756	44	1600	4313	487

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.17	0.12	0.14	0.03	0.01	0.34	0.34	0.05	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	20	5	110	75	50	75	525	35	85	550	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:	5	20	5	110	75	50	75	525	35	85	550	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:	5	20	5	110	75	50	75	525	35	85	550	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:	5	20	5	110	75	50	75	525	35	85	550	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	110	75	50	75	525	35	85	550	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:	5	20	5	110	75	50	75	525	35	85	550	455
OvlAdjVol:												362

Saturation Flow Module:

Sat/Lane:	1600	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	1.34	0.33	1.19	0.81	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	2133	533	1903	1297	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.03	0.05	0.16	0.02	0.05	0.17	0.28
OvlAdjV/S:												0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2035 Without Project PM Peak Hour

-----  
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Scenario: 2035 WO Project PM Peak  
 Scenario Report  
 Command: 2035 WO Project PM Peak  
 Volume: 2035 WO Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 2	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 4	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.753	C xxxxx	0.753	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.721	C xxxxx	0.721	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.779	C xxxxx	0.779	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.282	A xxxxx	0.282	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.437	A xxxxx	0.437	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.735	C xxxxx	0.735	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.976	E xxxxx	0.976	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.918	E xxxxx	0.918	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.559	A xxxxx	0.559	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391  
 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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 620	0	0 210	565	0 0 0	0 15 135	240
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 620	0	0 210	565	0 0 0	0 15 135	240
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:	5 620	0	0 210	565	0 0 0	0 15 135	240
User Adj:	1.00 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 0.00
PHF Volume:	5 620	0	0 210	565	0 0 0	0 15 135	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0 0 0	0
Reduced Vol:	5 620	0	0 210	565	0 0 0	0 15 135	0
PCE Adj:	1.00 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 0.00
FinalVolume:	5 620	0	0 210	565	0 0 0	0 15 135	0

Saturation Flow Module:

Sat/Lane:	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	0.90	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	0.00 0.00	0.00 1.00 2.00	1.00 2.00 1.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0 0	0 1600 3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.19	0.00	0.00 0.07	0.20	0.00 0.00	0.00 0.01 0.04	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
Cycle (sec):      100          Critical Vol./Cap.(X):      0.387
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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      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 0      225 0 0      625 250 5      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
Initial Bse:   0 0 0 0      225 0 0      625 250 5      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 0 0 0      225 0 0      625 250 5      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
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      225 0 0      625 250 5      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      225 0 0      625 250 5      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      225 0 0      625 250 5      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 1.96 0.04 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0      2880 3137 63 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.07 0.00 0.00 0.22 0.08 0.08 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec):      100          Critical Vol./Cap.(X):      0.387
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:    Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 385 0 0      0 155 225 0 0 0 0 0 470 175
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:   0 385 0 0      0 155 225 0 0 0 0 0 470 175
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:   0 385 0 0      0 155 225 0 0 0 0 0 470 175
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:   0 385 0 0      0 155 225 0 0 0 0 0 470 175
Reduct Vol:   0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 385 0 0      0 155 225 0 0 0 0 0 470 175
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:  0 385 0 0      0 155 225 0 0 0 0 0 470 175
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0      3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.15 0.06
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
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: 87 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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 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 / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 545 295 5 315 0 0 0 0 0 245 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  
 Initial Bse: 0 545 295 5 315 0 0 0 0 0 245 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: 0 545 295 5 315 0 0 0 0 0 245 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 545 295 5 315 0 0 0 0 0 245 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 545 295 5 315 0 0 0 0 0 245 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 545 295 5 315 0 0 0 0 0 245 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: 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 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.38 0.21 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
 Crit Volume: 545 5 0 123  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 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: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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: 2 0 1 0 1 1 0 1 1 0 0 1 0 1 0 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 150 15 115 100 5 20 65 220 270 250 325 125  
 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: 150 15 115 100 5 20 65 220 270 250 325 125  
 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: 150 15 115 100 5 20 65 220 270 250 325 125  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 150 15 115 100 5 20 65 220 0 250 325 125  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 150 15 115 100 5 20 65 220 0 250 325 125  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 150 15 115 100 5 20 65 220 0 250 325 125  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.46 1.54 1.00 0.71 0.93 0.36  
 Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1143 1486 571  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.05 0.01 0.07 0.06 0.00 0.01 0.09 0.09 0.00 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor 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:	Permitted			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0

Volume Module:  
 Base Vol: 40 60 105 155 15 60 15 1375 35 0 1455 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: 40 60 105 155 15 60 15 1375 35 0 1455 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: 40 60 105 155 15 60 15 1375 35 0 1455 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 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 40 60 105 155 15 60 15 1375 35 0 1455 150  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 60 105 155 15 60 15 1375 35 0 1455 150  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 40 60 105 155 15 60 15 1375 35 0 1455 150

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00  
 Final Sat.: 1600 582 1018 1078 104 417 1600 4681 119 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.29 0.29 0.00 0.30 0.09  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 73 Level Of Service: C

Street Name: Santa Fe 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:	Protected			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0

Volume Module:  
 Base Vol: 10 130 40 385 180 80 50 1350 5 15 1115 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: 10 130 40 385 180 80 50 1350 5 15 1115 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: 10 130 40 385 180 80 50 1350 5 15 1115 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: 10 130 40 385 180 80 50 1350 5 15 1115 280  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 130 40 385 180 80 50 1350 5 15 1115 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: 10 130 40 385 180 80 50 1350 5 15 1115 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4782 18 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.04 0.03 0.24 0.06 0.05 0.03 0.28 0.28 0.01 0.23 0.17  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 325 155 15 245 165 60 50 1190 440 10 1040 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: 325 155 15 245 165 60 50 1190 440 10 1040 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: 325 155 15 245 165 60 50 1190 440 10 1040 335  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 325 155 0 245 165 0 50 1190 440 10 1040 335  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 325 155 0 245 165 0 50 1190 440 10 1040 335  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 325 155 0 245 165 0 50 1190 440 10 1040 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3504 1296 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.05 0.00 0.15 0.05 0.00 0.03 0.34 0.34 0.01 0.33 0.21  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 95

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.22 0.13 0.37 0.00 0.00 0.32 0.07  
 Crit Volume: 0 315 0 455  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.847  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 122 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  
 -----  
 Volume Module:  
 Base Vol: 275 120 105 210 195 40 100 1570 285 75 1440 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: 275 120 105 210 195 40 100 1570 285 75 1440 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: 275 120 105 210 195 40 100 1570 285 75 1440 200  
 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: 275 120 105 210 195 40 100 1570 0 75 1440 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 275 120 105 210 195 40 100 1570 0 75 1440 200  
 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: 275 120 105 210 195 40 100 1570 0 75 1440 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: 2.00 1.00 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2850 1425 1425 1425 3547 728 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.08 0.07 0.15 0.05 0.05 0.07 0.55 0.00 0.05 0.51 0.14  
 Crit Volume: 138 210 785 75  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.779  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 15 225 795 15 335 220 200 1135 10 415 1320 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: 15 225 795 15 335 220 200 1135 10 415 1320 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: 15 225 795 15 335 220 200 1135 10 415 1320 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: 15 225 795 15 335 220 200 1135 10 415 1320 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 225 795 15 335 220 200 1135 10 415 1320 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: 15 225 795 15 335 220 200 1135 10 415 1320 20  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.16 0.28 0.01 0.12 0.15 0.14 0.40 0.01 0.15 0.47 0.47  
 Crit Volume: 225 15 200 670  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	20	405	55	110	335	45	65	0	15	65	0	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:	20	405	55	110	335	45	65	0	15	65	0	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:	20	405	55	110	335	45	65	0	15	65	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	405	0	110	335	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	405	0	110	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	405	0	110	335	45	65	0	15	65	0	0

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	2424	326	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	0.05	0.00	0.00
Crit Volume:	203	55		65			65			65		
Crit Moves:	***	***		***			***			***		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	10	0	210	85	0	205	135	425	0	60	285	105
Growth Adj:	1.00	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	0	210	85	0	205	135	425	0	60	285	105
Added Vol:	0	0	0	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	0	210	85	0	205	135	425	0	60	285	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	210	85	0	205	135	425	0	60	285	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	85	0	205	135	425	0	60	285	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	85	0	205	135	425	0	60	285	105

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.48	1.52	0.00	0.27	1.26	0.47
Final Sat.:	1500	0	1500	1500	0	1500	723	2277	0	400	1900	700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.14	0.06	0.00	0.14	0.19	0.19	0.00	0.15	0.15	0.15
Crit Volume:	210	85		135			225			225		
Crit Moves:	***	***		***			***			***		

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 43 Level Of Service: B  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 100 75 5 15 110 165 465 505 45 40 475 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: 100 75 5 15 110 165 465 505 45 40 475 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: 100 75 5 15 110 165 465 505 45 40 475 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: 100 75 5 15 110 165 465 505 45 40 475 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 100 75 5 15 110 165 465 505 45 40 475 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: 100 75 5 15 110 165 465 505 45 40 475 20  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.94 0.06 0.10 0.90 1.00 0.92 0.99 0.09 0.15 1.78 0.07  
Final Sat.: 1500 1417 83 155 1345 1500 1374 1493 133 224 2664 112  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.07 0.05 0.06 0.10 0.08 0.11 0.34 0.34 0.34 0.18 0.18 0.18  
Crit Volume: 100 165 465 268  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.453  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 95 25 145 15 5 25 10 875 25 40 680 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: 95 25 145 15 5 25 10 875 25 40 680 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: 95 25 145 15 5 25 10 875 25 40 680 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: 95 25 145 15 5 25 10 875 25 40 680 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 95 25 145 15 5 25 10 875 25 40 680 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 95 25 145 15 5 25 10 875 25 40 680 35  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.15 0.85 1.00 0.17 0.83 0.02 1.93 0.05 0.11 1.80 0.09  
Final Sat.: 1500 221 1279 1500 250 1250 33 2885 82 159 2702 139  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.06 0.11 0.11 0.01 0.02 0.02 0.30 0.30 0.30 0.25 0.25 0.25  
Crit Volume: 170 15 455 40  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 22 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	880	25	15	805	0
Growth Adj:	1.00	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	35	0	0	0	0	880	25	15	805	0
Added Vol:	0	0	0	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	35	0	0	0	0	880	25	15	805	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	35	0	0	0	0	880	25	15	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	880	25	15	805	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	880	25	15	805	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.94	0.06	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2917	83	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				453	15			0
Crit Moves:	****							****	****			****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	780	0	0	620	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	0	0	95	0	140	0	780	0	0	620	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	0	0	95	0	140	0	780	0	0	620	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	0	0	95	0	140	0	780	0	0	620	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	780	0	0	620	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	0	0	95	0	140	0	780	0	0	620	5

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2381	19

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.26
Crit Volume:	0			140		390			0			0
Crit Moves:	****			****		****		****	****			****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 122 Level Of Service: D

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	585	0	690	105	610	0	5	1255	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	585	0	690	105	610	0	5	1255	590
Added Vol:	0	0	0	0	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	5	585	0	690	105	610	0	5	1255	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	585	0	0	105	610	0	5	1255	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	585	0	0	105	610	0	5	1255	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	585	0	0	105	610	0	5	1255	590

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.39	0.00	0.00	0.07	0.20	0.00	0.00	0.42	0.39
Crit Volume:	5	585					105	628				
Crit Moves:	****	****					****	****			****	****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	0	1				

Volume Module:

Base Vol:	0	0	0	200	0	210	210	1675	0	0	1215	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	0	0	200	0	210	210	1675	0	0	1215	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	0	0	200	0	210	210	1675	0	0	1215	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	0	0	200	0	210	210	1675	0	0	1215	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	210	210	1675	0	0	1215	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	0	0	200	0	210	210	1675	0	0	1215	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	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.45	0.55
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3486	789

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.15	0.15	0.59	0.00	0.00	0.35	0.35
Crit Volume:	0					210		838			0	
Crit Moves:				****		****		****			****	****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 175 0 0 55 0 1930 50 0 1545 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 0 175 0 0 55 0 1930 50 0 1545 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 0 175 0 0 55 0 1930 50 0 1545 195  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1930 50 0 1545 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1930 50 0 1545 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1930 50 0 1545 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.92 0.08 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3509 91 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.55 0.55 0.00 0.43 0.00  
 Crit Volume: 0 0 660 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.976  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 156 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 175 420 90 190 330 115 140 1645 130 115 1070 165  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.13 0.06 0.12 0.10 0.07 0.09 0.51 0.08 0.07 0.33 0.10  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.918  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 153 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	30	60	310	280	65	15	15	2020	10	95	1375	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:	30	60	310	280	65	15	15	2020	10	95	1375	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:	30	60	310	280	65	15	15	2020	10	95	1375	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:	30	60	310	280	65	15	15	2020	10	95	1375	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	60	310	280	65	15	15	2020	10	95	1375	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:	30	60	310	280	65	15	15	2020	10	95	1375	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:	0.33	0.67	1.00	0.81	0.19	1.00	1.00	2.99	0.01	1.00	2.53	0.47
Final Sat.:	533	1067	1600	1299	301	1600	1600	4776	24	1600	4049	751

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.19	0.17	0.22	0.01	0.01	0.42	0.42	0.06	0.34	0.34
Crit Moves:	****	****		****	****		****	****		****	****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	20	20	120	25	150	150	1195	0	10	825	530
Growth Adj:	1.00	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	20	20	120	25	150	150	1195	0	10	825	530
Added Vol:	0	0	0	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	20	20	120	25	150	150	1195	0	10	825	530
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	20	120	25	150	150	1195	0	10	825	530
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	20	120	25	150	150	1195	0	10	825	530
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	20	120	25	150	150	1195	0	10	825	530
OvlAdjVol:												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:	0.22	0.89	0.89	1.66	0.34	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	356	1422	1422	2648	552	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.09	0.09	0.37	0.00	0.01	0.26	0.33
OvlAdjV/S:												0.24
Crit Moves:	****			****	****		****	****		****	****	



# 2035 Plus Project AM Peak Hour

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Scenario: 2035 Project AM Peak  
 Scenario Report  
 Command: 2035 Project AM Peak  
 Volume: 2035 Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 2	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.812	D xxxxx	0.812	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.351	A xxxxx	0.351	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.742	C xxxxx	0.742	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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	0 390 830	0 0 0	125 235 225
Growth Adj:	1.00 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	0 390 830	0 0 0	125 235 225
Added Vol:	0 0 0	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	0 390 830	0 0 0	125 235 225
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	5 595 0	0 390 830	0 0 0	125 235 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 595 0	0 390 830	0 0 0	125 235 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 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 595 0	0 390 830	0 0 0	125 235 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 0.12 0.29	0.00 0.00 0.00	0.08 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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D
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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	435	280	0	430	0	0	0	0	540	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	435	280	0	430	0	0	0	0	540	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	435	280	0	430	0	0	0	0	540	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	435	280	0	430	0	0	0	0	540	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	280	0	430	0	0	0	0	540	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	435	280	0	430	0	0	0	0	540	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	0.31	0.20	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:	435			0			0			270		
Crit Moves:	***			***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 84 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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					
Lanes:	2	0	1	0	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	70	0	325	160	0	5	10	340	5	260	230	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:	70	0	325	160	0	5	10	340	5	260	230	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:	70	0	325	160	0	5	10	340	5	260	230	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:	70	0	325	160	0	5	10	340	0	260	230	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	325	160	0	5	10	340	0	260	230	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:	70	0	325	160	0	5	10	340	0	260	230	195

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.06	1.94	1.00	0.76	0.67	0.57
Final Sat.:	2880	1600	1600	1600	1600	1600	91	3109	1600	1215	1074	911

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.20	0.10	0.00	0.00	0.11	0.11	0.00	0.21	0.21	0.21
Crit Moves:	***		***	***			***			***		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 130 85 145 135 65 55 15 975 35 30 1670 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: 130 85 145 135 65 55 15 975 35 30 1670 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: 130 85 145 135 65 55 15 975 35 30 1670 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: 130 85 145 135 65 55 15 975 35 30 1670 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 975 35 30 1670 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: 130 85 145 135 65 55 15 975 35 30 1670 180

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4634 166 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.21 0.21 0.02 0.35 0.11
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 0 200 30 175 260 60 20 1230 0 5 1300 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: 0 200 30 175 260 60 20 1230 0 5 1300 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: 0 200 30 175 260 60 20 1230 0 5 1300 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 30 175 260 60 20 1230 0 5 1300 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 30 175 260 60 20 1230 0 5 1300 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 30 175 260 60 20 1230 0 5 1300 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.02 0.11 0.08 0.04 0.01 0.26 0.00 0.00 0.27 0.23
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 90 Level Of Service: D

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 245 140 15 450 125 120 125 810 255 10 1095 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: 245 140 15 450 125 120 125 810 255 10 1095 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: 245 140 15 450 125 120 125 810 255 10 1095 385  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 245 140 0 450 125 0 125 810 255 10 1095 385  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 245 140 0 450 125 0 125 810 255 10 1095 385  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 245 140 0 450 125 0 125 810 255 10 1095 385

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.15 0.04 0.00 0.28 0.04 0.00 0.08 0.22 0.22 0.01 0.34 0.24  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 30 0 155 225 1150 0 0 1450 65  
Growth Adj: 1.00 1.00 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 30 0 155 225 1150 0 0 1450 65  
Added Vol: 0 0 0 0 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 30 0 155 225 1150 0 0 1450 65  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 30 0 155 225 1150 0 0 1450 65  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 30 0 155 225 1150 0 0 1450 65  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 30 0 155 225 1150 0 0 1450 65

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.11 0.16 0.27 0.00 0.00 0.34 0.05  
Crit Volume: 0 30 225 483  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #12 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

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Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	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	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:	210	90	125	95	150	45	70	1230	370	50	1425	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:	210	90	125	95	150	45	70	1230	370	50	1425	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:	210	90	125	95	150	45	70	1230	370	50	1425	100
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:	210	90	125	95	150	45	70	1230	0	50	1425	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	90	125	95	150	45	70	1230	0	50	1425	100
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:	210	90	125	95	150	45	70	1230	0	50	1425	100

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3288	987	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.09	0.07	0.05	0.05	0.05	0.43	0.00	0.04	0.50	0.07
Crit Volume:	125	95					70			713		
Crit Moves:	****	****					****			****		

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	20	95	640	35	80	135	85	885	10	455	960	40
Growth Adj:	1.00	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	95	640	35	80	135	85	885	10	455	960	40
Added Vol:	0	0	0	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	95	640	35	80	135	85	885	10	455	960	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	95	640	35	80	135	85	885	10	455	960	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	95	640	35	80	135	85	885	10	455	960	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	95	640	35	80	135	85	885	10	455	960	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2736	114

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.22	0.02	0.03	0.09	0.06	0.31	0.01	0.16	0.35	0.35
Crit Volume:	20			135		443		228				
Crit Moves:	****			****		****		****				

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:  
Base Vol: 35 360 95 50 420 25 35 5 40 180 0 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: 35 360 95 50 420 25 35 5 40 180 0 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: 35 360 95 50 420 25 35 5 40 180 0 95  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 35 360 0 50 420 25 35 5 40 180 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 35 360 0 50 420 25 35 5 40 180 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 35 360 0 50 420 25 35 5 40 180 0 0

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 1.89 0.11 1.00 0.11 0.89 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2596 154 1375 153 1222 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.03 0.13 0.00 0.02 0.16 0.16 0.03 0.03 0.03 0.13 0.00 0.00  
Crit Volume: 35 223 45 180  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 5 70 95 5 110 80 225 5 140 335 65  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 5 70 95 5 110 80 225 5 140 335 65  
Added Vol: 0 0 0 0 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 70 95 5 110 80 225 5 140 335 65  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 5 70 95 5 110 80 225 5 140 335 65  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 5 70 95 5 110 80 225 5 140 335 65  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 70 95 5 110 80 225 5 140 335 65

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.07 0.93 1.00 0.04 0.96 0.52 1.45 0.03 0.52 1.24 0.24  
Final Sat.: 1500 100 1400 1500 65 1435 774 2177 48 778 1861 361

Capacity Analysis Module:  
Vol/Sat: 0.00 0.05 0.05 0.06 0.08 0.08 0.10 0.10 0.10 0.18 0.18 0.18  
Crit Volume: 75 95 80 270  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	45	20	10	30	145	190	355	280	130	20	460	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:	45	20	10	30	145	190	355	280	130	20	460	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:	45	20	10	30	145	190	355	280	130	20	460	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:	45	20	10	30	145	190	355	280	130	20	460	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	20	10	30	145	190	355	280	130	20	460	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:	45	20	10	30	145	190	355	280	130	20	460	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:	1.00	0.73	0.27	0.16	0.84	1.00	0.93	0.73	0.34	0.08	1.84	0.08
Final Sat.:	1500	1100	400	247	1253	1500	1392	1098	510	120	2760	120

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.12	0.12	0.13	0.26	0.25	0.26	0.17	0.17	0.17
Crit Volume:	45			190	355		250					
Crit Moves:	****			****	****		****					

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 22 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	45	10	110	25	10	10	10	575	5	70	575	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:	45	10	110	25	10	10	10	575	5	70	575	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:	45	10	110	25	10	10	10	575	5	70	575	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:	45	10	110	25	10	10	10	575	5	70	575	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	10	110	25	10	10	10	575	5	70	575	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:	45	10	110	25	10	10	10	575	5	70	575	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.08	0.92	1.00	0.50	0.50	0.03	1.95	0.02	0.21	1.74	0.05
Final Sat.:	1500	125	1375	1500	750	750	51	2924	25	318	2614	68

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.08	0.02	0.01	0.01	0.20	0.20	0.20	0.22	0.22	0.22
Crit Volume:	120			25			295			70		
Crit Moves:	****			****			****			****		

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 0 0 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	600	10	15	580	0
Growth Adj:	1.00	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	5	20	0	0	0	0	600	10	15	580	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	600	10	15	580	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	600	10	15	580	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	600	10	15	580	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	600	10	15	580	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.97	0.03	0.05	1.95	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2951	49	76	2924	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.20	0.00
Crit Volume:	20	0	0	0	0	0	0	305	15	15	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.471  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	85	0	285	0	560	0	0	540	0
Growth Adj:	1.00	1.00	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	85	0	285	0	560	0	0	540	0
Added Vol:	0	0	0	0	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	85	0	285	0	560	0	0	540	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	85	0	285	0	560	0	0	540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	285	0	560	0	0	540	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	85	0	285	0	560	0	0	540	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.46	0.54	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	551	649	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.23	0.00	0.00	0.23	0.00
Crit Volume:	0	0	0	285	280	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.713  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 345 0 570 150 715 0 0 590 575  
Growth Adj: 1.00 1.00 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 0 570 150 715 0 0 590 575  
Added Vol: 0 0 0 0 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 0 570 150 715 0 0 590 575  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 345 0 0 150 715 0 0 590 575  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 345 0 0 150 715 0 0 590 575  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 345 0 0 150 715 0 0 590 575

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.10 0.24 0.00 0.00 0.20 0.38  
Crit Volume: 0 345 150 575  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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: 60 Level Of Service: B

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 190 0 245 220 1270 0 0 1075 165  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 190 0 245 220 1270 0 0 1075 165  
Added Vol: 0 0 0 0 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 0 190 0 245 220 1270 0 0 1075 165  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 190 0 245 220 1270 0 0 1075 165  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 190 0 245 220 1270 0 0 1075 165  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 0 190 0 245 220 1270 0 0 1075 165

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.60 0.40  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3706 569

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.17 0.15 0.45 0.00 0.00 0.29 0.29  
Crit Volume: 0 245 635 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
Base Vol: 0 0 450 0 0 0 0 1685 0 0 1545 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: 0 0 450 0 0 0 0 1685 0 0 1545 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: 0 0 450 0 0 0 0 1685 0 0 1545 410  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1685 0 0 1545 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1685 0 0 1545 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1685 0 0 1545 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

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 0.43 0.00  
Crit Volume: 0 0 562 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 125 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
Base Vol: 180 375 45 335 470 185 115 1070 100 60 1270 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: 180 375 45 335 470 185 115 1070 100 60 1270 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: 180 375 45 335 470 185 115 1070 100 60 1270 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: 180 375 45 335 470 185 115 1070 100 60 1270 195  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 180 375 45 335 470 185 115 1070 100 60 1270 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: 180 375 45 335 470 185 115 1070 100 60 1270 195

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.11 0.12 0.03 0.21 0.15 0.12 0.07 0.33 0.06 0.04 0.40 0.12  
Crit Moves: \*\*\*\* \*\*

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.742  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	15	35	145	270	105	25	10	1425	25	95	1745	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:	15	35	145	270	105	25	10	1425	25	95	1745	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:	15	35	145	270	105	25	10	1425	25	95	1745	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:	15	35	145	270	105	25	10	1425	25	95	1745	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	145	270	105	25	10	1425	25	95	1745	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:	15	35	145	270	105	25	10	1425	25	95	1745	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:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.66	0.34
Final Sat.:	480	1120	1600	1152	448	1600	1600	4717	83	1600	4263	537

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.09	0.17	0.23	0.02	0.01	0.30	0.30	0.06	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	15	35	15	40	55	95	130	685	45	85	825	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:	15	35	15	40	55	95	130	685	45	85	825	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:	15	35	15	40	55	95	130	685	45	85	825	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:	15	35	15	40	55	95	130	685	45	85	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	15	40	55	95	130	685	45	85	825	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:	15	35	15	40	55	95	130	685	45	85	825	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:	0.46	1.08	0.46	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	738	1723	738	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.06	0.08	0.21	0.03	0.05	0.26	0.13
OvlAdjV/S:												0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

# 2035 Plus Project MD Peak Hour



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 Scenario Report  
 Scenario: 2035 Project MD Peak  
 Command: 2035 Project MD Peak  
 Volume: 2035 Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.557	A	xxxxx 0.557	+ 0.000 V/C
# 2	A	xxxxx 0.546	A	xxxxx 0.546	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.505	A	xxxxx 0.505	+ 0.000 V/C
# 4	A	xxxxx 0.523	A	xxxxx 0.523	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx 0.709	C	xxxxx 0.709	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.563	A	xxxxx 0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.858	D	xxxxx 0.858	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.744	C	xxxxx 0.744	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.653	B	xxxxx 0.653	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx 0.817	D	xxxxx 0.817	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.448	A	xxxxx 0.448	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx 0.751	C	xxxxx 0.751	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.533	A	xxxxx 0.533	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.227	A	xxxxx 0.227	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.272	A	xxxxx 0.272	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.413	A	xxxxx 0.413	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.167	A	xxxxx 0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.333	A	xxxxx 0.333	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.570	A	xxxxx 0.570	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.564	A	xxxxx 0.564	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.404	A	xxxxx 0.404	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.840	D	xxxxx 0.840	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.733	C	xxxxx 0.733	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.373	A	xxxxx 0.373	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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:	Terminal Island Fwy			Ocean Blvd		
	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		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0 2	0 0	2	0 0	1

Volume Module:  
 Base Vol: 10 960 0 0 295 925 0 0 0 55 255 245  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 10 960 0 0 295 925 0 0 0 55 255 245  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 10 960 0 0 295 925 0 0 0 55 255 245  
 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: 10 960 0 0 295 925 0 0 0 55 255 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 960 0 0 295 925 0 0 0 55 255 0  
 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: 10 960 0 0 295 925 0 0 0 55 255 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 0.30 0.00 0.00 0.09 0.32 0.00 0.00 0.00 0.03 0.08 0.00  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #2  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 36 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	350	0	0	970	355	5	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	350	0	0	970	355	5	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	350	0	0	970	355	5	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	350	0	0	970	355	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	970	355	5	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	350	0	0	970	355	5	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	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3156	44	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.34	0.11	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.505  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	0	0	0	0	2

Volume Module:

Base Vol:	0	360	0	0	250	5	0	0	0	0	935	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:	0	360	0	0	250	5	0	0	0	0	935	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:	0	360	0	0	250	5	0	0	0	0	935	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:	0	360	0	0	250	5	0	0	0	0	935	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	0	0	250	5	0	0	0	0	935	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:	0	360	0	0	250	5	0	0	0	0	935	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.29	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 250 0 0 360 1075 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  
 Initial Bse: 0 0 0 0 250 0 0 360 1075 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 0 250 0 0 360 1075 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 250 0 0 360 1075 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 0 250 0 0 360 1075 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  
 MLF Adj: 1.00 1.00 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 0 250 0 0 360 1075 0 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 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.23 0.34 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.709  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 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: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Ignore  
 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 0 0 3 0 1  
 Volume Module:  
 Base Vol: 530 0 915 0 0 0 0 2235 60 0 1930 115  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 530 0 915 0 0 0 0 2235 60 0 1930 115  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 530 0 915 0 0 0 0 2235 60 0 1930 115  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 530 0 0 0 0 0 0 2235 60 0 1930 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 530 0 0 0 0 0 0 2235 60 0 1930 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 530 0 0 0 0 0 0 2235 60 0 1930 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 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.04 0.00 0.45 0.00  
 Crit Volume: 265 0 745 0  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave				Harbor Fwy Ramp				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	2	0	0

Volume Module:

Base Vol:	0	545	455	5	415	0	0	0	0	505	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	545	455	5	415	0	0	0	0	505	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	545	455	5	415	0	0	0	0	505	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	545	455	5	415	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	455	5	415	0	0	0	0	505	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	545	455	5	415	0	0	0	0	505	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	0.38	0.32	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	545	5	5	5	5	0	0	0	0	253	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 97 Level Of Service: D  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	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							
Lanes:	2	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	0	305	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	5	315	170	5	5	10	315	0	305	240	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:	95	5	315	170	5	5	10	315	0	305	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.06	1.94	1.00	0.70	0.55	0.75
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1115	878	1207

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.20	0.11	0.00	0.00	0.10	0.10	0.00	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 61 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave				Anaheim St							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	235	95	130	135	55	65	30	1420	30	25	1360	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:	235	95	130	135	55	65	30	1420	30	25	1360	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:	235	95	130	135	55	65	30	1420	30	25	1360	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	1.00
PHF Adj:	1.00	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	95	130	135	55	65	30	1420	30	25	1360	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	95	130	135	55	65	30	1420	30	25	1360	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	235	95	130	135	55	65	30	1420	30	25	1360	150

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.42	0.58	0.53	0.22	0.25	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	676	924	847	345	408	1600	4701	99	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.14	0.14	0.08	0.16	0.16	0.02	0.30	0.30	0.02	0.28	0.09
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

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:	Santa Fe Ave				Anaheim St					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	205	55	205	195	80	40	1215	0	25	1230	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	205	55	205	195	80	40	1215	0	25	1230	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	205	55	205	195	80	40	1215	0	25	1230	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	205	55	205	195	80	40	1215	0	25	1230	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	205	55	205	195	80	40	1215	0	25	1230	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
Final Volume:	5	205	55	205	195	80	40	1215	0	25	1230	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.03	0.13	0.06	0.05	0.03	0.25	0.00	0.02	0.26	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 75 Level Of Service: D

Street Name:	E I St - W 9th St				Anaheim St										
	North Bound		South Bound		East Bound		West Bound								
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:															
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	95	30	10	405	35	150	170	945	155	15	1050	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	10	405	35	150	170	945	155	15	1050	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	10	405	35	150	170	945	155	15	1050	475
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	0	405	35	0	170	945	155	15	1050	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	0	405	35	0	170	945	155	15	1050	475
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	30	0	405	35	0	170	945	155	15	1050	475

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4124	676	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.00	0.25	0.01	0.00	0.11	0.23	0.23	0.01	0.33	0.30
Crit Moves:	****	****		****	****		****	****	****	****	****	

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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 Intersection #11 Anaheim St / Farragut Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.448  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St										
	North Bound		South Bound		East Bound		West Bound								
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:															
Control:	Protected		Protected		Protected		Protected		Protected						
Rights:	Include		Ovl		Include		Ovl								
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	3	0	0	1

Volume Module:

Base Vol:	0	0	0	35	0	200	190	1275	0	0	1240	60
Growth Adj:	1.00	1.00	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	35	0	200	190	1275	0	0	1240	60
Added Vol:	0	0	0	0	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	35	0	200	190	1275	0	0	1240	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	35	0	200	190	1275	0	0	1240	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	200	190	1275	0	0	1240	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	35	0	200	190	1275	0	0	1240	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.14	0.13	0.30	0.00	0.00	0.29	0.04
Crit Volume:	0			35			190			413		
Crit Moves:	****	****		****	****		****	****		****	****	

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.751  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 75 Level Of Service: C

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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:	205	110	115	195	130	85	135	1240	175	70	1250	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:	205	110	115	195	130	85	135	1240	175	70	1250	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:	205	110	115	195	130	85	135	1240	175	70	1250	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:	205	110	115	195	130	85	135	1240	0	70	1250	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	110	115	195	130	85	135	1240	0	70	1250	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:	205	110	115	195	130	85	135	1240	0	70	1250	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:	1.95	1.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2782	1493	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.08	0.14	0.05	0.06	0.09	0.44	0.00	0.05	0.44	0.13
Crit Volume:			115	195			135				625	
Crit Moves:			****	****			****				****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda 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: 40 Level Of Service: A

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Street Name:	Alameda St			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:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	5	45	545	30	50	155	80	875	0	320	995	45
Growth Adj:	1.00	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	45	545	30	50	155	80	875	0	320	995	45
Added Vol:	0	0	0	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	45	545	30	50	155	80	875	0	320	995	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	45	545	30	50	155	80	875	0	320	995	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	45	545	30	50	155	80	875	0	320	995	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	45	545	30	50	155	80	875	0	320	995	45

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2727	123

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.19	0.02	0.02	0.11	0.06	0.31	0.00	0.11	0.36	0.36
Crit Volume:			5			155	80				520	
Crit Moves:			****			****	****				****	

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*  

Street Name:	Henry Ford Ave-SR 103 Ramp				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											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	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:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	35	230	75	80	215	40	70	5	25	80	0	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:	35	230	75	80	215	40	70	5	25	80	0	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:	35	230	75	80	215	40	70	5	25	80	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	230	0	80	215	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	230	0	80	215	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	230	0	80	215	40	70	5	25	80	0	0

  

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
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	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2319	431	1375	229	1146	1375	0	1375

  

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound				
Vol/Sat:	0.03	0.08	0.00	0.03	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	35			128			70		80		
Crit Moves:	****			****			****		****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*  
 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: 20 Level Of Service: A  
 \*\*\*\*\*  

Street Name:	Broad Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Permitted		Permitted								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0

  

Volume Module:	North Bound		South Bound		East Bound		West Bound					
Base Vol:	0	10	125	10	10	35	65	220	0	35	325	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	10	125	10	10	35	65	220	0	35	325	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	10	125	10	10	35	65	220	0	35	325	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	10	125	10	10	35	65	220	0	35	325	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	125	10	10	35	65	220	0	35	325	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	125	10	10	35	65	220	0	35	325	35

  

Saturation Flow Module:	North Bound		South Bound		East Bound		West Bound					
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.22	0.78	0.46	1.54	0.00	0.18	1.64	0.18
Final Sat.:	1500	111	1389	1500	333	1167	684	2316	0	266	2468	266

  

Capacity Analysis Module:	North Bound		South Bound		East Bound		West Bound					
Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.09	0.10	0.00	0.13	0.13	0.13
Crit Volume:	135			10			65			198		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.413  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 65 25 5 5 95 130 235 280 75 15 355 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: 65 25 5 5 95 130 235 280 75 15 355 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: 65 25 5 5 95 130 235 280 75 15 355 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: 65 25 5 5 95 130 235 280 75 15 355 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 65 25 5 5 95 130 235 280 75 15 355 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: 65 25 5 5 95 130 235 280 75 15 355 10  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.80 0.95 0.25 0.08 1.87 0.05  
 Final Sat.: 1500 1342 158 65 1435 1500 1195 1424 381 118 2803 79  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.02 0.03 0.08 0.07 0.09 0.20 0.20 0.20 0.13 0.13 0.13  
 Crit Volume: 65 130 235 190  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries 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: 21 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
 Volume Module:  
 Base Vol: 30 20 170 10 5 20 10 415 5 75 460 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: 30 20 170 10 5 20 10 415 5 75 460 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: 30 20 170 10 5 20 10 415 5 75 460 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: 30 20 170 10 5 20 10 415 5 75 460 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 20 170 10 5 20 10 415 5 75 460 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: 30 20 170 10 5 20 10 415 5 75 460 20  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.11 0.89 1.00 0.20 0.80 0.05 1.93 0.02 0.27 1.66 0.07  
 Final Sat.: 1500 158 1342 1500 300 1200 70 2895 35 405 2486 108  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.13 0.13 0.01 0.02 0.02 0.14 0.14 0.14 0.18 0.18 0.18  
 Crit Volume: 190 10 215 75  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 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: 17 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 0 0 0 0 445 5 10 480 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 5 15 0 0 0 0 445 5 10 480 0  
 Added Vol: 0 0 0 0 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 15 0 0 0 0 445 5 10 480 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 5 15 0 0 0 0 445 5 10 480 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 0 0 0 0 445 5 10 480 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 0 0 0 445 5 10 480 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00  
 Final Sat.: 0 1500 1500 0 0 0 0 2967 33 61 2939 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.16 0.16 0.00  
 Crit Volume: 15 0 225 10  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 20 0 175 0 425 0 0 450 0  
 Growth Adj: 1.00 1.00 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 20 0 175 0 425 0 0 450 0  
 Added Vol: 0 0 0 0 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 20 0 175 0 425 0 0 450 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 20 0 175 0 425 0 0 450 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 175 0 425 0 0 450 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 20 0 175 0 425 0 0 450 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
 Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00  
 Crit Volume: 0 175 0 225  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

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Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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:	33	Level Of Service:	A

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Street Name:	Figueroa St				Harry Bridges 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	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	345	0	575	90	465	0	0	570	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:	0	0	0	345	0	575	90	465	0	0	570	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:	0	0	0	345	0	575	90	465	0	0	570	420
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	0	90	465	0	0	570	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	90	465	0	0	570	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	0	90	465	0	0	570	420

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.06	0.16	0.00	0.00	0.19	0.28
Crit Volume:	0	0	0	345	0	0	90	0	0	0	0	420
Crit Moves:				****			****					****

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

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp				PCH			
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	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	145	0	230	225	995	0	0	785	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:	0	0	0	145	0	230	225	995	0	0	785	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:	0	0	0	145	0	230	225	995	0	0	785	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:	0	0	0	145	0	230	225	995	0	0	785	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	230	225	995	0	0	785	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:	0	0	0	145	0	230	225	995	0	0	785	260

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.25	0.75
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3211	1064

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.16	0.35	0.00	0.00	0.24	0.24
Crit Volume:	0	0	0	0	0	230	225	0	0	0	0	348
Crit Moves:						****	****					****

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

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Intersection #22 Pacific Coast Hwy / Site Entrance  
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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

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Street Name:	Site Entrance			Pacific Coast Hwy														
Approach:	North Bound		South 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		Ignore	WideBypass		Ignore												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	580	0	0	10	0	1445	10	0	1320	600
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	580	0	0	10	0	1445	10	0	1320	600
Added Vol:	0	0	0	0	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	580	0	0	10	0	1445	10	0	1320	600
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1445	10	0	1320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1445	10	0	1320	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1445	10	0	1320	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	2.98	0.02	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3575	25	0	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.40	0.40	0.00	0.37	0.00
Crit Volume:	0			0			485			0		
Crit Moves:							****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 85 Level Of Service: D

\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy											
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:	Include		Include	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	165	325	100	200	305	155	145	1250	170	95	1225	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:	165	325	100	200	305	155	145	1250	170	95	1225	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:	165	325	100	200	305	155	145	1250	170	95	1225	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:	165	325	100	200	305	155	145	1250	170	95	1225	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	325	100	200	305	155	145	1250	170	95	1225	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:	165	325	100	200	305	155	145	1250	170	95	1225	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.06	0.13	0.10	0.10	0.09	0.39	0.11	0.06	0.38	0.13
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #24 Pacific Coast Hwy / Harbor Ave
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

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

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

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #25 Sepulveda Blvd / Alameda St Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, Volume Module, Sat/Lane, Adjustment, Lanes, Final Sat., Capacity Analysis Module, Vol/Sat, Crit Moves.

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

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

Table with columns for Capacity Analysis Module, Vol/Sat, Crit Moves.

# 2035 Plus Project PM Peak Hour

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Scenario: 2035 Project PM Peak  
 Scenario Report  
 Command: 2035 Project PM Peak  
 Volume: 2035 Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 2	A xxxxx	0.413	A xxxxx	0.413	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.403	A xxxxx	0.403	+ 0.000 V/C
# 4	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.769	C xxxxx	0.769	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.770	C xxxxx	0.770	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.457	A xxxxx	0.457	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.868	D xxxxx	0.868	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.600	A xxxxx	0.600	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405  
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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	680	0	0	225	600	0	0	0	15	135	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	680	0	0	225	600	0	0	0	15	135	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	680	0	0	225	600	0	0	0	15	135	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	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	680	0	0	225	600	0	0	0	15	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	680	0	0	225	600	0	0	0	15	135	0
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	680	0	0	225	600	0	0	0	15	135	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	0.07	0.21	0.00	0.00	0.00	0.01	0.04	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
*****
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
*****
Approach:      North Bound      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      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 0      240 0 0      685 250 5      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 0      240 0 0      685 250 5      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 0 0 0      240 0 0      685 250 5      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 0      240 0 0      685 250 5      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      240 0 0      685 250 5      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 0      240 0 0      685 250 5      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 1.96 0.04 0.00 0.00 0.00
Final Sat.:    0 3200 1600 3200 0 0      2880 3137 63 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.08 0.00 0.00 0.24 0.08 0.08 0.00 0.00 0.00
Crit Moves:    ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 385 0 0      0 155 225 0 0 0 0 0 520 175
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:    0 385 0 0      0 155 225 0 0 0 0 0 520 175
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:   0 385 0 0      0 155 225 0 0 0 0 0 520 175
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:    0 385 0 0      0 155 225 0 0 0 0 0 520 175
Reduct Vol:    0 0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 385 0 0      0 155 225 0 0 0 0 0 520 175
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:   0 385 0 0      0 155 225 0 0 0 0 0 520 175
-----|-----|-----|-----|
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 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0      0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.16 0.06
Crit Moves:    ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.398
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 155 0 0 385 780 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
Initial Bse:     0 0 0 155 0 0 385 780 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 0 0 155 0 0 385 780 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 155 0 0 385 780 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 155 0 0 385 780 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 155 0 0 385 780 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.24 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.786
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    87          Level Of Service:      C
*****
Street Name:      Navy Way          Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted       Permitted       Protected       Protected
Rights:           Ignore         Include         Ovl            Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         530 0 1165 0 0 0 0 2565 390 0 2490 115
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     530 0 1165 0 0 0 0 2565 390 0 2490 115
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:     530 0 1165 0 0 0 0 2565 390 0 2490 115
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      530 0 0 0 0 0 0 2565 390 0 2490 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    530 0 0 0 0 0 0 2565 390 0 2490 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    530 0 0 0 0 0 0 2565 390 0 2490 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 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.27 0.00 0.58 0.00
Crit Volume:     265          0          855          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 545 285 5 305 0 0 0 0 0 245 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: 0 545 285 5 305 0 0 0 0 0 245 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: 0 545 285 5 305 0 0 0 0 0 245 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 545 285 5 305 0 0 0 0 0 245 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 545 285 5 305 0 0 0 0 0 245 0 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 545 285 5 305 0 0 0 0 0 245 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  
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 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 545 5 0 123  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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			
Lanes:	2	0	1	0	1	0	1	1	0	1	0

Volume Module:  
Base Vol: 125 0 90 100 0 20 65 220 250 225 325 125  
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: 125 0 90 100 0 20 65 220 250 225 325 125  
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: 125 0 90 100 0 20 65 220 250 225 325 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 0 90 100 0 20 65 220 0 225 325 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 0 90 100 0 20 65 220 0 225 325 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 125 0 90 100 0 20 65 220 0 225 325 125

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.46 1.54 1.00 0.67 0.96 0.37  
Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1067 1541 593

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.06 0.06 0.00 0.01 0.09 0.09 0.00 0.21 0.21 0.21  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 60 105 155 15 60 15 1450 35 0 1555 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: 40 60 105 155 15 60 15 1450 35 0 1555 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: 40 60 105 155 15 60 15 1450 35 0 1555 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 60 105 155 15 60 15 1450 35 0 1555 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 60 105 155 15 60 15 1450 35 0 1555 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 60 105 155 15 60 15 1450 35 0 1555 150

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 582 1018 1078 104 417 1600 4687 113 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.31 0.31 0.00 0.32 0.09
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 0 130 40 385 180 80 50 1430 0 15 1225 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: 0 130 40 385 180 80 50 1430 0 15 1225 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: 0 130 40 385 180 80 50 1430 0 15 1225 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: 0 130 40 385 180 80 50 1430 0 15 1225 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 130 40 385 180 80 50 1430 0 15 1225 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: 0 130 40 385 180 80 50 1430 0 15 1225 275

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.04 0.03 0.24 0.06 0.05 0.03 0.30 0.00 0.01 0.26 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:  
Base Vol: 325 130 15 325 145 120 125 1180 440 10 1035 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: 325 130 15 325 145 120 125 1180 440 10 1035 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: 325 130 15 325 145 120 125 1180 440 10 1035 435  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 325 130 0 325 145 0 125 1180 440 10 1035 435  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 325 130 0 325 145 0 125 1180 440 10 1035 435  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 325 130 0 325 145 0 125 1180 440 10 1035 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3496 1304 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.20 0.04 0.00 0.20 0.05 0.00 0.08 0.34 0.34 0.01 0.32 0.27  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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: Farragut 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 310 185 1645 0 0 1420 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: 0 0 0 70 0 310 185 1645 0 0 1420 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: 0 0 0 70 0 310 185 1645 0 0 1420 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: 0 0 0 70 0 310 185 1645 0 0 1420 95  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 310 185 1645 0 0 1420 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: 0 0 0 70 0 310 185 1645 0 0 1420 95

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.22 0.13 0.38 0.00 0.00 0.33 0.07  
Crit Volume: 0 310 0 473  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

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: 136 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	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	275	115	100	205	190	40	85	1635	285	70	1495	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:	275	115	100	205	190	40	85	1635	285	70	1495	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:	275	115	100	205	190	40	85	1635	285	70	1495	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:	275	115	100	205	190	40	85	1635	0	70	1495	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	115	100	205	190	40	85	1635	0	70	1495	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:	275	115	100	205	190	40	85	1635	0	70	1495	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:	2.00	1.00	1.00	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3532	743	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.07	0.14	0.05	0.05	0.06	0.57	0.00	0.05	0.52	0.13
Crit Volume:	138			205			818			70		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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: 76 Level Of Service: C

\*\*\*\*\*

Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	15	170	855	15	285	190	195	1130	10	465	1320	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:	15	170	855	15	285	190	195	1130	10	465	1320	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:	15	170	855	15	285	190	195	1130	10	465	1320	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:	15	170	855	15	285	190	195	1130	10	465	1320	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	170	855	15	285	190	195	1130	10	465	1320	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:	15	170	855	15	285	190	195	1130	10	465	1320	20

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2807	43

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.30	0.01	0.10	0.13	0.14	0.40	0.01	0.16	0.47	0.47
Crit Volume:	428	15		195						670		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	20	400	55	105	330	45	65	0	15	65	0	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:	20	400	55	105	330	45	65	0	15	65	0	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:	20	400	55	105	330	45	65	0	15	65	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	400	0	105	330	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	400	0	105	330	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	400	0	105	330	45	65	0	15	65	0	0

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	2420	330	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	0.05	0.00	0.00
Crit Volume:	200	53	65	65	65	65	65	65	65	65	65	220
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 25 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	10	0	210	85	0	205	135	420	0	60	275	105
Growth Adj:	1.00	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	0	210	85	0	205	135	420	0	60	275	105
Added Vol:	0	0	0	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	0	210	85	0	205	135	420	0	60	275	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	210	85	0	205	135	420	0	60	275	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	85	0	205	135	420	0	60	275	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	85	0	205	135	420	0	60	275	105

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.49	1.51	0.00	0.27	1.25	0.48
Final Sat.:	1500	0	1500	1500	0	1500	730	2270	0	409	1875	716

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.14	0.06	0.00	0.14	0.18	0.19	0.00	0.15	0.15	0.15
Crit Volume:	210	85	135	135	135	135	135	135	135	135	135	220
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.663  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 43 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	500	45	40	470	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:	100	75	5	15	110	165	465	500	45	40	470	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:	100	75	5	15	110	165	465	500	45	40	470	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:	100	75	5	15	110	165	465	500	45	40	470	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	500	45	40	470	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:	100	75	5	15	110	165	465	500	45	40	470	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:	1.00	0.94	0.06	0.10	0.90	1.00	0.92	0.99	0.09	0.15	1.77	0.08
Final Sat.:	1500	1417	83	155	1345	1500	1381	1485	134	226	2660	113

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100					165	465			265		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.457  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 27 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	70	25	150	15	5	25	10	885	5	45	685	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:	70	25	150	15	5	25	10	885	5	45	685	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:	70	25	150	15	5	25	10	885	5	45	685	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:	70	25	150	15	5	25	10	885	5	45	685	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	25	150	15	5	25	10	885	5	45	685	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	25	150	15	5	25	10	885	5	45	685	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:	1.00	0.14	0.86	1.00	0.17	0.83	0.02	1.97	0.01	0.12	1.79	0.09
Final Sat.:	1500	214	1286	1500	250	1250	33	2950	17	176	2686	137

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.30	0.30	0.30	0.25	0.25	0.26
Crit Volume:	175			15			450			45		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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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: 22 Level Of Service: A

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Street Name:	Neptune Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	880	25	15	800	0
Growth Adj:	1.00	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	35	0	0	0	0	880	25	15	800	0
Added Vol:	0	0	0	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	35	0	0	0	0	880	25	15	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	35	0	0	0	0	880	25	15	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	880	25	15	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	880	25	15	800	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.94	0.06	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2917	83	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				453	15			0
Crit Moves:	****							****	****			****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #19 Harry Bridges Blvd / King Ave  
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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: 26 Level Of Service: A

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Street Name:	King Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	780	0	0	615	0
Growth Adj:	1.00	1.00	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	95	0	140	0	780	0	0	615	0
Added Vol:	0	0	0	0	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	95	0	140	0	780	0	0	615	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	95	0	140	0	780	0	0	615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	780	0	0	615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	95	0	140	0	780	0	0	615	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.00
Crit Volume:	0			140		390			0			0
Crit Moves:	****			****		****		****	****		****	****

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Circular 212 Planning Method (Future Volume Alternative)

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Intersection #20 Harry Bridges Blvd / Figueroa St  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.868  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 109 Level Of Service: D

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Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	0	565	0	690	105	625	0	0	1265	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	0	0	565	0	690	105	625	0	0	1265	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	0	0	565	0	690	105	625	0	0	1265	565
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	565	0	0	105	625	0	0	1265	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	565	0	0	105	625	0	0	1265	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	565	0	0	105	625	0	0	1265	565

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.07	0.21	0.00	0.00	0.42	0.38
Crit Volume:	0	565	0	565	0	0	105	633	0	0	633	565
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	0	160	0	210	210	1680	0	0	1210	245
Growth Adj:	1.00	1.00	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	160	0	210	210	1680	0	0	1210	245
Added Vol:	0	0	0	0	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	160	0	210	210	1680	0	0	1210	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	160	0	210	210	1680	0	0	1210	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	210	210	1680	0	0	1210	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	160	0	210	210	1680	0	0	1210	245

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3555	720

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.15	0.59	0.00	0.00	0.34	0.34
Crit Volume:	0	0	0	0	0	0	210	840	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
 Base Vol: 0 0 295 0 0 0 0 1940 0 0 1565 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 0 295 0 0 0 0 1940 0 0 1565 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 0 295 0 0 0 0 1940 0 0 1565 360  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1940 0 0 1565 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1940 0 0 1565 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1940 0 0 1565 0

Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.43 0.00  
 Crit Volume: 0 0 647 0  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 125 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy  
 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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
 Base Vol: 175 420 90 190 330 115 140 1515 125 115 1020 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 175 420 90 190 330 115 140 1515 125 115 1020 165  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 175 420 90 190 330 115 140 1515 125 115 1020 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 175 420 90 190 330 115 140 1515 125 115 1020 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 175 420 90 190 330 115 140 1515 125 115 1020 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 175 420 90 190 330 115 140 1515 125 115 1020 165

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.11 0.13 0.06 0.12 0.10 0.07 0.09 0.47 0.08 0.07 0.32 0.10  
 Crit Moves: \*\*\*\* \*\*

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Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 30 60 310 280 65 15 15 1900 10 95 1325 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: 30 60 310 280 65 15 15 1900 10 95 1325 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: 30 60 310 280 65 15 15 1900 10 95 1325 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: 30 60 310 280 65 15 15 1900 10 95 1325 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 60 310 280 65 15 15 1900 10 95 1325 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: 30 60 310 280 65 15 15 1900 10 95 1325 255

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.33 0.67 1.00 0.81 0.19 1.00 1.00 2.98 0.02 1.00 2.52 0.48
Final Sat.: 533 1067 1600 1299 301 1600 1600 4775 25 1600 4025 775

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.19 0.17 0.22 0.01 0.01 0.40 0.40 0.06 0.33 0.33
Crit Moves: \*\*\*\* \*\*

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Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp 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: Include Include Include Ovl
Min. Green: 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 2 0 1

Volume Module:

Base Vol: 5 20 20 35 25 150 150 1170 0 10 780 365
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: 5 20 20 35 25 150 150 1170 0 10 780 365
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: 5 20 20 35 25 150 150 1170 0 10 780 365
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 20 20 35 25 150 150 1170 0 10 780 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 35 25 150 150 1170 0 10 780 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 20 35 25 150 150 1170 0 10 780 365
OvlAdjVol: 215

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.22 0.89 0.89 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 1867 1333 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.09 0.09 0.37 0.00 0.01 0.24 0.23
OvlAdjV/S: 0.13

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

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## 2035 Plus Alternative 1: No Project AM Peak Hour

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 Port of Los Angeles  
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Scenario: 2035 No Project AM Peak  
 Scenario Report  
 Command: 2035 No Project W ICTF AM Peak  
 Volume: 2035 No Project W ICTF AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 2	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.816	D xxxxx	0.816	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.821	D xxxxx	0.821	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.699	B xxxxx	0.699	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.613	B xxxxx	0.613	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.733	C xxxxx	0.733	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.709	C xxxxx	0.709	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.558	A xxxxx	0.558	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.228	A xxxxx	0.228	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.760	C xxxxx	0.760	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.621	B xxxxx	0.621	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.485	A xxxxx	0.485	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.965	E xxxxx	0.965	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.761	C	xxxxx 0.761	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.542	A	xxxxx 0.542	+ 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  
\*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	520	0	0	365	770	0	0	0	125	235	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	520	0	0	365	770	0	0	0	125	235	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	520	0	0	365	770	0	0	0	125	235	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	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	520	0	0	365	770	0	0	0	125	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	520	0	0	365	770	0	0	0	125	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	520	0	0	365	770	0	0	0	125	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	0.16	0.00	0.00	0.11	0.27	0.00	0.00	0.00	0.08	0.07	0.00
Crit Moves:	****					****				****		

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Port of Los Angeles
SCIG
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 490 0 0 525 80 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 0 490 0 0 525 80 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 0 490 0 0 525 80 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 0 490 0 0 525 80 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 490 0 0 525 80 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 0 490 0 0 525 80 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.15 0.00 0.00 0.18 0.03 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles
SCIG
Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
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 1.00
Initial Bse: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
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: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
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 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 460 0 0 0 120 5 0 0 0 0 0 880 220
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 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.28 0.08
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

Port of Los Angeles  
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 Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.429
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 120 0 0 460 485 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
Initial Bse:    0 0 0 120 0 0 460 485 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 0 0 120 0 0 460 485 0 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 120 0 0 460 485 0 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 120 0 0 460 485 0 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 120 0 0 460 485 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.15 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.816
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    101         Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      465 0 745 0 0 0 0 2790 315 0 2640 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:    465 0 745 0 0 0 0 2790 315 0 2640 35
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:   465 0 745 0 0 0 0 2790 315 0 2640 35
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    465 0 0 0 0 0 0 2790 315 0 2640 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   465 0 0 0 0 0 0 2790 315 0 2640 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   465 0 0 0 0 0 0 2790 315 0 2640 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 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.22 0.00 0.62 0.00
Crit Volume:   233          0          930          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 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: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 435 290 0 440 0 0 0 0 0 540 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  
 Initial Bse: 0 435 290 0 440 0 0 0 0 0 540 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: 0 435 290 0 440 0 0 0 0 0 540 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 435 290 0 440 0 0 0 0 0 540 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 435 290 0 440 0 0 0 0 0 540 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 435 290 0 440 0 0 0 0 0 540 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: 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 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00  
 Crit Volume: 435 0 0 0 0 0 0 0 0 270  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.821  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 87 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 100 20 335 160 10 5 10 340 35 285 230 195  
 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: 100 20 335 160 10 5 10 340 35 285 230 195  
 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: 100 20 335 160 10 5 10 340 35 285 230 195  
 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: 100 20 335 160 10 5 10 340 0 285 230 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 100 20 335 160 10 5 10 340 0 285 230 195  
 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: 100 20 335 160 10 5 10 340 0 285 230 195  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.33 0.67 0.06 1.94 1.00 0.80 0.65 0.55  
 Final Sat.: 2880 1600 1600 1600 2133 1067 91 3109 1600 1285 1037 879  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.01 0.21 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 130 85 145 135 65 55 15 835 35 30 1580 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: 130 85 145 135 65 55 15 835 35 30 1580 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: 130 85 145 135 65 55 15 835 35 30 1580 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: 130 85 145 135 65 55 15 835 35 30 1580 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 835 35 30 1580 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: 130 85 145 135 65 55 15 835 35 30 1580 180

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.88 0.12 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4607 193 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.18 0.18 0.02 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 #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 15 200 35 175 260 60 20 1090 10 10 1195 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: 15 200 35 175 260 60 20 1090 10 10 1195 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: 15 200 35 175 260 60 20 1090 10 10 1195 375
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 200 35 175 260 60 20 1090 10 10 1195 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 200 35 175 260 60 20 1090 10 10 1195 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 200 35 175 260 60 20 1090 10 10 1195 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4756 44 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.06 0.02 0.11 0.08 0.04 0.01 0.23 0.23 0.01 0.25 0.23
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 245 145 15 315 140 35 40 820 255 10 1105 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: 245 145 15 315 140 35 40 820 255 10 1105 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: 245 145 15 315 140 35 40 820 255 10 1105 290  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 245 145 0 315 140 0 40 820 255 10 1105 290  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 245 145 0 315 140 0 40 820 255 10 1105 290  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 245 145 0 315 140 0 40 820 255 10 1105 290

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.29 0.71 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3661 1139 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.05 0.00 0.20 0.04 0.00 0.03 0.22 0.22 0.01 0.35 0.18  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65  
 Growth Adj: 1.00 1.00 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 30 0 160 230 1075 0 0 1370 65  
 Added Vol: 0 0 0 0 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 30 0 160 230 1075 0 0 1370 65  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 30 0 160 230 1075 0 0 1370 65  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 30 0 160 230 1075 0 0 1370 65

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.11 0.16 0.25 0.00 0.00 0.32 0.05  
 Crit Volume: 0 30 230 457  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.709  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 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  
 -----  
 Volume Module:  
 Base Vol: 210 95 130 105 155 45 100 1155 370 55 1350 105  
 Growth Adj: 1.00 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 95 130 105 155 45 100 1155 370 55 1350 105  
 Added Vol: 0 0 0 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 95 130 105 155 45 100 1155 370 55 1350 105  
 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: 210 95 130 105 155 45 100 1155 0 55 1350 105  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 210 95 130 105 155 45 100 1155 0 55 1350 105  
 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: 210 95 130 105 155 45 100 1155 0 55 1350 105  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 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 2.33 0.67 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2850 1425 1425 1425 3313 962 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.09 0.07 0.05 0.05 0.07 0.41 0.00 0.04 0.47 0.07  
 Crit Volume: 130 105 100 675  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda 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: 45 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 20 155 575 40 130 140 95 895 10 380 960 40  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 20 155 575 40 130 140 95 895 10 380 960 40  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 20 155 575 40 130 140 95 895 10 380 960 40  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 20 155 575 40 130 140 95 895 10 380 960 40  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 155 575 40 130 140 95 895 10 380 960 40  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 20 155 575 40 130 140 95 895 10 380 960 40  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2736 114  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.11 0.20 0.03 0.05 0.10 0.07 0.31 0.01 0.13 0.35 0.35  
 Crit Volume: 155 40 447 190  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	35	365	95	55	425	25	35	5	40	180	0	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:	35	365	95	55	425	25	35	5	40	180	0	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:	35	365	95	55	425	25	35	5	40	180	0	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	365	0	55	425	25	35	5	40	180	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	365	0	55	425	25	35	5	40	180	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	365	0	55	425	25	35	5	40	180	0	0

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	1.89	0.11	1.00	0.11	0.89	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2597	153	1375	153	1222	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.00	0.02	0.16	0.16	0.03	0.03	0.03	0.13	0.00	0.00
Crit Volume:	35			225			45	180				
Crit Moves:	****			****			****	****				

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 22 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	70	95	5	110	80	235	5	140	330	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	70	95	5	110	80	235	5	140	330	65
Added Vol:	0	0	0	0	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	70	95	5	110	80	235	5	140	330	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	70	95	5	110	80	235	5	140	330	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	70	95	5	110	80	235	5	140	330	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	70	95	5	110	80	235	5	140	330	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.04	0.96	0.50	1.47	0.03	0.52	1.24	0.24
Final Sat.:	1500	100	1400	1500	65	1435	750	2203	47	785	1850	364

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.08	0.08	0.11	0.11	0.11	0.18	0.18	0.18
Crit Volume:	75			95			80			268		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.558  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 33 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 45 20 10 30 145 190 355 290 130 20 455 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: 45 20 10 30 145 190 355 290 130 20 455 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: 45 20 10 30 145 190 355 290 130 20 455 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: 45 20 10 30 145 190 355 290 130 20 455 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 45 20 10 30 145 190 355 290 130 20 455 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: 45 20 10 30 145 190 355 290 130 20 455 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: 1.00 0.73 0.27 0.16 0.84 1.00 0.92 0.75 0.33 0.08 1.84 0.08  
Final Sat.: 1500 1100 400 247 1253 1500 1374 1123 503 121 2758 121  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.26 0.26 0.17 0.16 0.17  
Crit Volume: 45 190 355 248  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #17 Harry Bridges Blvd / Fries 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: 22 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 75 10 110 25 10 10 10 565 40 65 560 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: 75 10 110 25 10 10 10 565 40 65 560 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: 75 10 110 25 10 10 10 565 40 65 560 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: 75 10 110 25 10 10 10 565 40 65 560 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 75 10 110 25 10 10 10 565 40 65 560 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: 75 10 110 25 10 10 10 565 40 65 560 15  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.08 0.92 1.00 0.50 0.50 0.03 1.84 0.13 0.20 1.75 0.05  
Final Sat.: 1500 125 1375 1500 750 750 49 2756 195 305 2625 70  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.05 0.08 0.08 0.02 0.01 0.01 0.20 0.21 0.21 0.21 0.21 0.21  
Crit Volume: 120 25 308 65  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	605	10	15	575	0
Growth Adj:	1.00	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	5	20	0	0	0	0	605	10	15	575	0
Added Vol:	0	0	0	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	5	20	0	0	0	0	605	10	15	575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	20	0	0	0	0	605	10	15	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	605	10	15	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	605	10	15	575	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.97	0.03	0.05	1.95	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2951	49	76	2924	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.21	0.20	0.20	0.20	0.00
Crit Volume:	20	0	0	0	0	0	0	308	15	15	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 27 Level Of Service: A

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	85	0	285	0	565	0	0	535	0
Growth Adj:	1.00	1.00	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	85	0	285	0	565	0	0	535	0
Added Vol:	0	0	0	0	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	85	0	285	0	565	0	0	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	85	0	285	0	565	0	0	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	285	0	565	0	0	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	85	0	285	0	565	0	0	535	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.46	0.54	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	551	649	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.24	0.00	0.00	0.22	0.00
Crit Volume:	0	0	0	285	283	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: C

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Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	380	0	570	150	700	0	5	570	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	380	0	570	150	700	0	5	570	605
Added Vol:	0	0	0	0	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	5	380	0	570	150	700	0	5	570	605
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	380	0	0	150	700	0	5	570	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	380	0	0	150	700	0	5	570	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	380	0	0	150	700	0	5	570	605

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.10	0.23	0.00	0.00	0.19	0.40
Crit Volume:			5	380			150			605		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Port of Los Angeles  
SCIG  
Year 2035 AM Peak - No Project W ICTF

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	250	0	245	220	1270	0	0	1070	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	250	0	245	220	1270	0	0	1070	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	250	0	245	220	1270	0	0	1070	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	250	0	245	220	1270	0	0	1070	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	245	220	1270	0	0	1070	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	250	0	245	220	1270	0	0	1070	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	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3602	673

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.17	0.15	0.45	0.00	0.00	0.30	0.30
Crit Volume:			0	250			635			0		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 130 0 0 35 0 1665 80 0 1540 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: 0 0 130 0 0 35 0 1665 80 0 1540 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: 0 0 130 0 0 35 0 1665 80 0 1540 295  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1665 80 0 1540 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1665 80 0 1540 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1665 80 0 1540 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.86 0.14 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3435 165 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.48 0.48 0.00 0.43 0.00  
 Crit Volume: 0 0 582 0  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.965  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 146 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 180 375 45 335 470 185 115 1135 105 60 1365 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: 180 375 45 335 470 185 115 1135 105 60 1365 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: 180 375 45 335 470 185 115 1135 105 60 1365 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: 180 375 45 335 470 185 115 1135 105 60 1365 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 180 375 45 335 470 185 115 1135 105 60 1365 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: 180 375 45 335 470 185 115 1135 105 60 1365 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.12 0.03 0.21 0.15 0.12 0.07 0.35 0.07 0.04 0.43 0.12  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.761  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 75 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	15	35	145	270	105	25	10	1480	25	95	1840	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:	15	35	145	270	105	25	10	1480	25	95	1840	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:	15	35	145	270	105	25	10	1480	25	95	1840	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:	15	35	145	270	105	25	10	1480	25	95	1840	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	145	270	105	25	10	1480	25	95	1840	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:	15	35	145	270	105	25	10	1480	25	95	1840	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:	0.30	0.70	1.00	0.72	0.28	1.00	1.00	2.95	0.05	1.00	2.68	0.32
Final Sat.:	480	1120	1600	1152	448	1600	1600	4720	80	1600	4287	513

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.09	0.17	0.23	0.02	0.01	0.31	0.31	0.06	0.43	0.43
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	15	35	15	125	55	95	130	720	45	85	835	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:	15	35	15	125	55	95	130	720	45	85	835	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:	15	35	15	125	55	95	130	720	45	85	835	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:	15	35	15	125	55	95	130	720	45	85	835	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	15	125	55	95	130	720	45	85	835	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:	15	35	15	125	55	95	130	720	45	85	835	315
OvlAdjVol:												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:	0.46	1.08	0.46	1.39	0.61	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	738	1723	738	2222	978	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.06	0.06	0.06	0.08	0.23	0.03	0.05	0.26	0.20
OvlAdjV/S:												0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2035 Plus Alternative 1: No Project MD Peak Hour

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 Scenario Report  
 Scenario: 2035 No Project MD Peak  
 Command: 2035 No Project W ICTF MD Peak  
 Volume: 2035 No Project W ICTF MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.533	A	xxxxx 0.533	+ 0.000 V/C
# 2	A	xxxxx 0.502	A	xxxxx 0.502	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 4	A	xxxxx 0.491	A	xxxxx 0.491	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx 0.711	C	xxxxx 0.711	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.563	A	xxxxx 0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.888	D	xxxxx 0.888	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.709	C	xxxxx 0.709	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B	xxxxx 0.656	B	xxxxx 0.656	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.432	A	xxxxx 0.432	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx 0.733	C	xxxxx 0.733	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.537	A	xxxxx 0.537	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.229	A	xxxxx 0.229	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.275	A	xxxxx 0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.417	A	xxxxx 0.417	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.328	A	xxxxx 0.328	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.167	A	xxxxx 0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.335	A	xxxxx 0.335	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B	xxxxx 0.630	B	xxxxx 0.630	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.571	A	xxxxx 0.571	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.413	A	xxxxx 0.413	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.845	D	xxxxx 0.845	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.747	C	xxxxx 0.747	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

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:	Terminal Island Fwy			Ocean Blvd		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	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	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	10	860	0	0	265	855	0	0	0	55	255	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:	10	860	0	0	265	855	0	0	0	55	255	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:	10	860	0	0	265	855	0	0	0	55	255	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	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	860	0	0	265	855	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	860	0	0	265	855	0	0	0	55	255	0
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
Final Volume:	10	860	0	0	265	855	0	0	0	55	255	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	0.27	0.00	0.00	0.08	0.30	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****					****	

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #2  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.502
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	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	870	355	5	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	870	355	5	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	870	355	5	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	870	355	5	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	870	355	5	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	870	355	5	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	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	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3156	44	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.30	0.11	0.11	0.00	0.00	0.00
Crit Moves:				****			****					

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

\*\*\*\*\*

Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0	360	0	0	250	5	0	0	0	0	840	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:	0	360	0	0	250	5	0	0	0	0	840	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:	0	360	0	0	250	5	0	0	0	0	840	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:	0	360	0	0	250	5	0	0	0	0	840	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	0	0	250	5	0	0	0	0	840	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:	0	360	0	0	250	5	0	0	0	0	840	420

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Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

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Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.26	0.15
Crit Moves:		****			****						****	

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.491  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 33 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:  
 Base Vol: 0 0 0 250 0 0 360 975 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 0 250 0 0 360 975 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 0 250 0 0 360 975 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 0 250 0 0 360 975 0 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 250 0 0 360 975 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 0 250 0 0 360 975 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 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.23 0.30 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.711  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

Volume Module:  
 Base Vol: 530 0 950 0 0 0 0 2245 160 0 1900 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: 530 0 950 0 0 0 0 2245 160 0 1900 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: 530 0 950 0 0 0 0 2245 160 0 1900 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 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 530 0 0 0 0 0 0 2245 160 0 1900 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 530 0 0 0 0 0 0 2245 160 0 1900 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 530 0 0 0 0 0 0 2245 160 0 1900 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 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:  
 Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.11 0.00 0.44 0.00  
 Crit Volume: 265 0 748 0  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave			Harbor Fwy Ramp								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Include	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	545	465	5	430	0	0	0	0	0	505	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
Initial Bse:	0	545	465	5	430	0	0	0	0	0	505	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	545	465	5	430	0	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	465	5	430	0	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	465	5	430	0	0	0	0	0	505	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
MLF Adj:	1.00	1.00	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	465	5	430	0	0	0	0	0	505	0	0

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	2.00	0.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00
Crit Volume:	545			5			0			253			
Crit Moves:	****			****						****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.888  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 107 Level Of Service: D  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase	Split Phase		Split Phase	Split Phase		Split Phase
Rights:	Include		Include	Ignore		Ignore	Ignore		Ignore	Ignore		Ignore
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	1	0	1	1	0	1

Volume Module:

Base Vol:	135	15	345	170	15	5	10	315	45	340	240	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:	135	15	345	170	15	5	10	315	45	340	240	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:	135	15	345	170	15	5	10	315	45	340	240	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:	135	15	345	170	15	5	10	315	0	340	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	345	170	15	5	10	315	0	340	240	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:	135	15	345	170	15	5	10	315	0	340	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.50	0.50	0.06	1.94	1.00	0.75	0.53	0.72
Final Sat.:	2880	1600	1600	1600	2400	800	98	3102	1600	1196	844	1160

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.22	0.11	0.01	0.01	0.10	0.10	0.00	0.28	0.28	0.28
Crit Moves:	****			****			****			****		

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 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.709  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave			Anaheim St			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Movement:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Permitted	Permitted		Protected	Protected		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0		1 0 2 1 0	1 0 3 0 1		

Volume Module:  
 Base Vol: 235 95 130 135 55 65 30 1250 30 25 1190 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: 235 95 130 135 55 65 30 1250 30 25 1190 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: 235 95 130 135 55 65 30 1250 30 25 1190 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 1.00  
 PHF Adj: 1.00 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 95 130 135 55 65 30 1250 30 25 1190 150  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 235 95 130 135 55 65 30 1250 30 25 1190 150  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 235 95 130 135 55 65 30 1250 30 25 1190 150

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.42 0.58 0.53 0.22 0.25 1.00 2.93 0.07 1.00 3.00 1.00  
 Final Sat.: 1600 676 924 847 345 408 1600 4688 113 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.15 0.14 0.14 0.08 0.16 0.16 0.02 0.27 0.27 0.02 0.25 0.09  
 Crit Moves: \*\*\*\*

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 Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.615  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 55 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Santa Fe Ave			Anaheim St			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Movement:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Protected	Protected		Protected	Protected		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1		1 0 2 1 0	1 0 3 0 1		

Volume Module:  
 Base Vol: 20 205 60 205 195 80 40 1040 15 30 1045 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: 20 205 60 205 195 80 40 1040 15 30 1045 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: 20 205 60 205 195 80 40 1040 15 30 1045 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: 20 205 60 205 195 80 40 1040 15 30 1045 215  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 20 205 60 205 195 80 40 1040 15 30 1045 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: 20 205 60 205 195 80 40 1040 15 30 1045 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.96 0.04 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4732 68 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.06 0.04 0.13 0.06 0.05 0.03 0.22 0.22 0.02 0.22 0.13  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 49 Level Of Service: B

\*\*\*\*\*

Street Name:	E I St - W 9th St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 100 55 10 240 60 45 60 960 155 15 1060 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: 100 55 10 240 60 45 60 960 155 15 1060 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: 100 55 10 240 60 45 60 960 155 15 1060 305  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 100 55 0 240 60 0 60 960 155 15 1060 305  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 100 55 0 240 60 0 60 960 155 15 1060 305  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 100 55 0 240 60 0 60 960 155 15 1060 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.58 0.42 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4133 667 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.02 0.00 0.15 0.02 0.00 0.04 0.23 0.23 0.01 0.33 0.19  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut 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: 40 Level Of Service: A

\*\*\*\*\*

Street Name:	Farragut 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:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	0	1	1	0	3	0	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60  
 Growth Adj: 1.00 1.00 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 35 0 205 200 1180 0 0 1140 60  
 Added Vol: 0 0 0 0 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 35 0 205 200 1180 0 0 1140 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 35 0 205 200 1180 0 0 1140 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 35 0 205 200 1180 0 0 1140 60

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.14 0.14 0.28 0.00 0.00 0.27 0.04  
 Crit Volume: 0 35 200 380  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 70 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	2	1	1	0	2	0	1	0

Volume Module:  
Base Vol: 205 120 120 210 140 85 135 1145 175 75 1160 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: 205 120 120 210 140 85 135 1145 175 75 1160 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: 205 120 120 210 140 85 135 1145 175 75 1160 200  
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 1.00 1.00 1.00 1.00  
PHF Volume: 205 120 120 210 140 85 135 1145 0 75 1160 200  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 205 120 120 210 140 85 135 1145 0 75 1160 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 0.00 1.00 1.00 1.00  
FinalVolume: 205 120 120 210 140 85 135 1145 0 75 1160 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: 1.89 1.11 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2697 1578 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.08 0.08 0.08 0.15 0.05 0.06 0.09 0.40 0.00 0.05 0.41 0.14  
Crit Volume: 120 210 135 580  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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

Volume Module:  
Base Vol: 5 115 450 30 125 155 85 870 0 225 995 45  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 5 115 450 30 125 155 85 870 0 225 995 45  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 5 115 450 30 125 155 85 870 0 225 995 45  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 5 115 450 30 125 155 85 870 0 225 995 45  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 115 450 30 125 155 85 870 0 225 995 45  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 115 450 30 125 155 85 870 0 225 995 45

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

Capacity Analysis Module:  
Vol/Sat: 0.00 0.08 0.16 0.02 0.04 0.11 0.06 0.31 0.00 0.08 0.36 0.36  
Crit Volume: 5 155 85 520  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 30 Level Of Service: A  
\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp			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		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	0	1	0	1	0

Volume Module:

Base Vol:	35	235	75	85	220	40	70	5	25	80	0	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:	35	235	75	85	220	40	70	5	25	80	0	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:	35	235	75	85	220	40	70	5	25	80	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	235	0	85	220	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	235	0	85	220	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	35	235	0	85	220	40	70	5	25	80	0	0

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	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2327	423	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.09	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	35			130	70					80		
Crit Moves:	****			****	****	****	****			****		

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

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Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 20 Level Of Service: A  
\*\*\*\*\*

Street Name:	Broad Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	125	10	10	35	65	215	0	35	335	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	10	125	10	10	35	65	215	0	35	335	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	10	125	10	10	35	65	215	0	35	335	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	10	125	10	10	35	65	215	0	35	335	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	125	10	10	35	65	215	0	35	335	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	10	125	10	10	35	65	215	0	35	335	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:	1.00	0.07	0.93	1.00	0.22	0.78	0.46	1.54	0.00	0.17	1.66	0.17
Final Sat.:	1500	111	1389	1500	333	1167	696	2304	0	259	2481	259

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.09	0.09	0.00	0.13	0.14	0.13
Crit Volume:	135			10			65			203		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A  
\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd													
Approach:	North Bound		South Bound	East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted	Permitted		Permitted											
Rights:	Include		Include	Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	65	25	5	5	95	130	235	275	75	15	365	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:	65	25	5	5	95	130	235	275	75	15	365	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:	65	25	5	5	95	130	235	275	75	15	365	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:	65	25	5	5	95	130	235	275	75	15	365	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	5	5	95	130	235	275	75	15	365	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
Final Volume:	65	25	5	5	95	130	235	275	75	15	365	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:	1.00	0.89	0.11	0.04	0.96	1.00	0.80	0.94	0.26	0.08	1.87	0.05
Final Sat.:	1500	1342	158	65	1435	1500	1205	1410	385	115	2808	77

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.19	0.20	0.20	0.13	0.13	0.13
Crit Volume:	65			130	235					195		
Crit Moves:	****			****	****	****	****	****	****	****		

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 21 Level Of Service: A  
\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges Blvd													
Approach:	North Bound		South Bound	East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted	Permitted		Permitted											
Rights:	Include		Include	Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	70	20	165	10	5	20	10	400	45	70	445	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:	70	20	165	10	5	20	10	400	45	70	445	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:	70	20	165	10	5	20	10	400	45	70	445	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:	70	20	165	10	5	20	10	400	45	70	445	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	165	10	5	20	10	400	45	70	445	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	20	165	10	5	20	10	400	45	70	445	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:	1.00	0.11	0.89	1.00	0.20	0.80	0.04	1.76	0.20	0.26	1.67	0.07
Final Sat.:	1500	162	1338	1500	300	1200	66	2637	297	393	2495	112

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:	185			10			227			70		
Crit Moves:	****			****	****	****	****	****	****	****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 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: 17 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 0 0 0 0 445 5 10 485 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 5 15 0 0 0 0 445 5 10 485 0  
 Added Vol: 0 0 0 0 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 15 0 0 0 0 445 5 10 485 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 5 15 0 0 0 0 445 5 10 485 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 0 0 0 0 445 5 10 485 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 0 0 0 445 5 10 485 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00  
 Final Sat.: 0 1500 1500 0 0 0 0 2967 33 61 2939 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.17 0.16 0.00  
 Crit Volume: 15 0 225 10  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 20 0 175 0 425 0 0 455 0  
 Growth Adj: 1.00 1.00 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 20 0 175 0 425 0 0 455 0  
 Added Vol: 0 0 0 0 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 20 0 175 0 425 0 0 455 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 20 0 175 0 425 0 0 455 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 175 0 425 0 0 455 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 20 0 175 0 425 0 0 455 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
 Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00  
 Crit Volume: 0 175 0 228  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*



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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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:	39	Level Of Service:	B

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Ignore		Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	1	0	2	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	0	0	10	385	0	575	90	440	0	5	550	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	385	0	575	90	440	0	5	550	460
Added Vol:	0	0	0	0	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	10	385	0	575	90	440	0	5	550	460
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	385	0	0	90	440	0	5	550	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	385	0	0	90	440	0	5	550	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	385	0	0	90	440	0	5	550	460

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.26	0.00	0.00	0.06	0.15	0.00	0.00	0.18	0.31
Crit Volume:	10	385		90						460		
Crit Moves:	****	****		****						****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	175	0	230	225	985	0	0	775	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:	0	0	0	175	0	230	225	985	0	0	775	300

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.16	0.84
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3082	1193

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.16	0.16	0.35	0.00	0.00	0.25	0.25
Crit Volume:	0			230		225				358		
Crit Moves:				****		****				****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: A  
\*\*\*\*\*

Street Name:	Site Entrance			Pacific Coast Hwy																
Approach:	North Bound		South Bound	East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected	Protected		Protected		Protected		Protected		Protected								
Rights:	Ignore		Ignore	WideBypass		Ignore		WideBypass		Ignore		WideBypass								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	0	1	0	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 205 0 0 50 0 1440 45 0 1310 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 0 205 0 0 50 0 1440 45 0 1310 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 0 205 0 0 50 0 1440 45 0 1310 175  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1440 45 0 1310 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1440 45 0 1310 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1440 45 0 1310 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.91 0.09 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3491 109 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.00 0.36 0.00  
Crit Volume: 0 0 0 0 0 0 0 495 0  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 87 Level Of Service: D  
\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy																
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		Protected		Protected		Protected								
Rights:	Include		Include	Include		Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 170 325 100 200 305 155 145 1325 170 95 1240 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: 170 325 100 200 305 155 145 1325 170 95 1240 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: 170 325 100 200 305 155 145 1325 170 95 1240 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: 170 325 100 200 305 155 145 1325 170 95 1240 215  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 170 325 100 200 305 155 145 1325 170 95 1240 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: 170 325 100 200 305 155 145 1325 170 95 1240 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.11 0.10 0.06 0.13 0.10 0.10 0.09 0.41 0.11 0.06 0.39 0.13  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.747  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:						
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	30	20	270	185	40	50	15	1630	15	85	1505	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:	30	20	270	185	40	50	15	1630	15	85	1505	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:	30	20	270	185	40	50	15	1630	15	85	1505	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:	30	20	270	185	40	50	15	1630	15	85	1505	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	270	185	40	50	15	1630	15	85	1505	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:	30	20	270	185	40	50	15	1630	15	85	1505	170

Saturation Flow Module:

Sat/Lane:	1600	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:	0.60	0.40	1.00	0.82	0.18	1.00	1.00	2.97	0.03	1.00	2.70	0.30
Final Sat.:	960	640	1600	1316	284	1600	1600	4756	44	1600	4313	487

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.17	0.12	0.14	0.03	0.01	0.34	0.34	0.05	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:						
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	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 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	5	20	5	120	75	50	75	530	35	85	555	465
Growth Adj:	1.00	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	20	5	120	75	50	75	530	35	85	555	465
Added Vol:	0	0	0	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	20	5	120	75	50	75	530	35	85	555	465
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	5	120	75	50	75	530	35	85	555	465
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	120	75	50	75	530	35	85	555	465
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	5	120	75	50	75	530	35	85	555	465
OvlAdjVol:												367

Saturation Flow Module:

Sat/Lane:	1600	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	1.34	0.33	1.23	0.77	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	2133	533	1969	1231	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.03	0.05	0.17	0.02	0.05	0.17	0.29
OvlAdjV/S:												0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2035 Plus Alternative 1: No Project PM Peak Hour

-----  
 Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - No Project W ICTF  
 -----

Scenario: 2035 No Project PM Peak  
 Scenario Report  
 Command: 2035 No Project W ICTF PM Peak  
 Volume: 2035 No Project W ICTF PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - No Project W ICTF  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 2	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 4	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.627	B xxxxx	0.627	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.634	B xxxxx	0.634	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.722	C xxxxx	0.722	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.282	A xxxxx	0.282	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.437	A xxxxx	0.437	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.444	A xxxxx	0.444	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.735	C xxxxx	0.735	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.553	A xxxxx	0.553	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.979	E xxxxx	0.979	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.920	E xxxxx	0.920	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.609	B xxxxx	0.609	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391  
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 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								
Lanes:	1	0	2	0	0	0	2	0	2	0	0	0	1	0	0	0

Volume Module:

Base Vol:	5	620	0	0	210	565	0	0	0	15	135	245
Growth Adj:	1.00	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	620	0	0	210	565	0	0	0	15	135	245
Added Vol:	0	0	0	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	620	0	0	210	565	0	0	0	15	135	245
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	620	0	0	210	565	0	0	0	15	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	620	0	0	210	565	0	0	0	15	135	0
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	620	0	0	210	565	0	0	0	15	135	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	0.07	0.20	0.00	0.00	0.00	0.01	0.04	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
Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: 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 0 225 0 0 625 250 5 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 0 225 0 0 625 250 5 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 0 225 0 0 625 250 5 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 0 225 0 0 625 250 5 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 225 0 0 625 250 5 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 0 225 0 0 625 250 5 0 0 0
Saturation Flow Module:
Sat/Lane: 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 1.96 0.04 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3137 63 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.00 0.22 0.08 0.08 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.387
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 385 0 0 0 155 225 0 0 0 0 0 470 175
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 1.00
Initial Bse: 0 385 0 0 0 155 225 0 0 0 0 0 470 175
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: 0 385 0 0 0 155 225 0 0 0 0 0 470 175
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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 385 0 0 0 155 225 0 0 0 0 0 470 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 385 0 0 0 155 225 0 0 0 0 0 470 175
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 1.00
MLF Adj: 1.00 1.00 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 0 0 0 155 225 0 0 0 0 0 470 175
Saturation Flow Module:
Sat/Lane: 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 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.15 0.06
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.394
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      155 0 0      385 720 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
Initial Bse:    0 0 0 0      155 0 0      385 720 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 0 0 0      155 0 0      385 720 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      155 0 0      385 720 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      155 0 0      385 720 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      155 0 0      385 720 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.23 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 #5 Seaside Ave / Navy Way
*****
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:    87          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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      530 0 1185 0 0 0 0 0 2570 445 0 2505 80
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    530 0 1185 0 0 0 0 0 2570 445 0 2505 80
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:    530 0 1185 0 0 0 0 0 2570 445 0 2505 80
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    530 0 0 0 0 0 0 0 2570 445 0 2505 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   530 0 0 0 0 0 0 0 2570 445 0 2505 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   530 0 0 0 0 0 0 0 2570 445 0 2505 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.31 0.00 0.59 0.00
Crit Volume:   265          0          857          0
Crit Moves:    ****          ****          ****          ****
*****
    
```



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 545 295 5 315 0 0 0 0 0 245 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
Initial Bse: 0 545 295 5 315 0 0 0 0 0 245 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: 0 545 295 5 315 0 0 0 0 0 245 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 295 5 315 0 0 0 0 0 245 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 295 5 315 0 0 0 0 0 245 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 295 5 315 0 0 0 0 0 245 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.21 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 5 0 123
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 150 15 120 100 5 20 65 220 270 255 325 125
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: 150 15 120 100 5 20 65 220 270 255 325 125
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: 150 15 120 100 5 20 65 220 270 255 325 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 150 15 120 100 5 20 65 220 270 255 325 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 150 15 120 100 5 20 65 220 270 255 325 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 150 15 120 100 5 20 65 220 270 255 325 125

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.46 1.54 1.00 0.72 0.93 0.35
Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1157 1475 567

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.08 0.06 0.00 0.01 0.09 0.09 0.00 0.22 0.22 0.22
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 60 105 155 15 60 15 1380 35 0 1460 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: 40 60 105 155 15 60 15 1380 35 0 1460 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: 40 60 105 155 15 60 15 1380 35 0 1460 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 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 60 105 155 15 60 15 1380 35 0 1460 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 60 105 155 15 60 15 1380 35 0 1460 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 60 105 155 15 60 15 1380 35 0 1460 150

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 582 1018 1078 104 417 1600 4681 119 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.29 0.29 0.00 0.30 0.09
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 15 130 40 385 180 80 50 1355 5 15 1120 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: 15 130 40 385 180 80 50 1355 5 15 1120 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: 15 130 40 385 180 80 50 1355 5 15 1120 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: 15 130 40 385 180 80 50 1355 5 15 1120 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 130 40 385 180 80 50 1355 5 15 1120 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: 15 130 40 385 180 80 50 1355 5 15 1120 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4782 18 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.04 0.03 0.24 0.06 0.05 0.03 0.28 0.28 0.01 0.23 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.722  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 57 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 325 160 15 250 170 60 50 1190 440 10 1040 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: 325 160 15 250 170 60 50 1190 440 10 1040 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: 325 160 15 250 170 60 50 1190 440 10 1040 340  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 325 160 0 250 170 0 50 1190 440 10 1040 340  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 325 160 0 250 170 0 50 1190 440 10 1040 340  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 325 160 0 250 170 0 50 1190 440 10 1040 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3504 1296 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.20 0.05 0.00 0.16 0.05 0.00 0.03 0.34 0.34 0.01 0.33 0.21  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 70 0 315 190 1580 0 0 1365 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: 0 0 0 70 0 315 190 1580 0 0 1365 95

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.22 0.13 0.37 0.00 0.00 0.32 0.07  
 Crit Volume: 0 315 0 455  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.847  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 122 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  
 -----  
 Volume Module:  
 Base Vol: 275 120 105 210 195 40 100 1570 285 75 1440 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: 275 120 105 210 195 40 100 1570 285 75 1440 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: 275 120 105 210 195 40 100 1570 285 75 1440 200  
 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: 275 120 105 210 195 40 100 1570 0 75 1440 200  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 275 120 105 210 195 40 100 1570 0 75 1440 200  
 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: 275 120 105 210 195 40 100 1570 0 75 1440 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: 2.00 1.00 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2850 1425 1425 1425 3547 728 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.08 0.07 0.15 0.05 0.05 0.07 0.55 0.00 0.05 0.51 0.14  
 Crit Volume: 138 210 785 75  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 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: 86 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 15 230 795 15 340 225 200 1135 10 415 1320 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: 15 230 795 15 340 225 200 1135 10 415 1320 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: 15 230 795 15 340 225 200 1135 10 415 1320 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: 15 230 795 15 340 225 200 1135 10 415 1320 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 230 795 15 340 225 200 1135 10 415 1320 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: 15 230 795 15 340 225 200 1135 10 415 1320 20  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.16 0.28 0.01 0.12 0.16 0.14 0.40 0.01 0.15 0.47 0.47  
 Crit Volume: 230 15 200 670  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

\*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	20	405	55	110	335	45	65	0	15	65	0	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:	20	405	55	110	335	45	65	0	15	65	0	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:	20	405	55	110	335	45	65	0	15	65	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	405	0	110	335	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	405	0	110	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	405	0	110	335	45	65	0	15	65	0	0

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	2424	326	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	0.05	0.00	0.00
Crit Volume:	203	55		65			65			65		
Crit Moves:	***	***		***			***			***		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	10	0	210	85	0	205	135	430	0	60	285	105
Growth Adj:	1.00	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	0	210	85	0	205	135	430	0	60	285	105
Added Vol:	0	0	0	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	0	210	85	0	205	135	430	0	60	285	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	210	85	0	205	135	430	0	60	285	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	85	0	205	135	430	0	60	285	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	85	0	205	135	430	0	60	285	105

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.48	1.52	0.00	0.27	1.26	0.47
Final Sat.:	1500	0	1500	1500	0	1500	717	2283	0	400	1900	700

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.14	0.06	0.00	0.14	0.19	0.19	0.00	0.15	0.15	0.15
Crit Volume:	210	85		135			225			225		
Crit Moves:	***	***		***			***			***		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 43 Level Of Service: B

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	510	45	40	475	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:	100	75	5	15	110	165	465	510	45	40	475	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:	100	75	5	15	110	165	465	510	45	40	475	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:	100	75	5	15	110	165	465	510	45	40	475	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	510	45	40	475	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:	100	75	5	15	110	165	465	510	45	40	475	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:	1.00	0.94	0.06	0.10	0.90	1.00	0.91	1.00	0.09	0.15	1.78	0.07
Final Sat.:	1500	1417	83	155	1345	1500	1368	1500	132	224	2664	112

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100					165	465					268
Crit Moves:	****					****	****					****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 27 Level Of Service: A

\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	95	25	150	15	5	25	10	880	25	40	680	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:	95	25	150	15	5	25	10	880	25	40	680	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:	95	25	150	15	5	25	10	880	25	40	680	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:	95	25	150	15	5	25	10	880	25	40	680	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	25	150	15	5	25	10	880	25	40	680	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	25	150	15	5	25	10	880	25	40	680	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:	1.00	0.14	0.86	1.00	0.17	0.83	0.02	1.93	0.05	0.11	1.80	0.09
Final Sat.:	1500	214	1286	1500	250	1250	33	2885	82	159	2702	139

Capacity Analysis Module:

Vol/Sat:	0.06	0.12	0.12	0.01	0.02	0.02	0.30	0.31	0.31	0.25	0.25	0.25
Crit Volume:	175			15					458			40
Crit Moves:	****			****					****			****

\*\*\*\*\*

Port of Los Angeles  
SCIG  
Year 2035 PM Peak - No Project W ICTF

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune 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: 23 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	0	1	1	0	0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	885	25	15	805	0
Growth Adj:	1.00	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	35	0	0	0	0	885	25	15	805	0
Added Vol:	0	0	0	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	35	0	0	0	0	885	25	15	805	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	35	0	0	0	0	885	25	15	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	885	25	15	805	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	885	25	15	805	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.95	0.05	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2918	82	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				455	15			0
Crit Moves:	****							****	****			****

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King 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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	0	1	0	1	1	0	0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	785	0	0	620	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	0	0	95	0	140	0	785	0	0	620	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	0	0	95	0	140	0	785	0	0	620	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	0	0	95	0	140	0	785	0	0	620	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	785	0	0	620	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	0	0	95	0	140	0	785	0	0	620	5

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2381	19

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.26
Crit Volume:	0			140		393		0				0
Crit Moves:				****		****		****				****

\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.882  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 122 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 5 585 0 690 105 615 0 5 1255 590  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 5 585 0 690 105 615 0 5 1255 590  
 Added Vol: 0 0 0 0 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 5 585 0 690 105 615 0 5 1255 590  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 5 585 0 105 615 0 5 1255 590  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 5 585 0 105 615 0 5 1255 590  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 5 585 0 105 615 0 5 1255 590  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.39 0.00 0.00 0.07 0.21 0.00 0.00 0.42 0.39  
 Crit Volume: 5 585 105 628  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 200 0 210 210 1675 0 0 1215 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 0 0 200 0 210 210 1675 0 0 1215 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 0 0 200 0 210 210 1675 0 0 1215 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 0 0 200 0 210 210 1675 0 0 1215 280  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 200 0 210 210 1675 0 0 1215 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 0 0 200 0 210 210 1675 0 0 1215 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 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.44 0.56  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3474 801  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.15 0.15 0.59 0.00 0.00 0.35 0.35  
 Crit Volume: 0 210 838 0  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.553  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 51 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 195 0 0 60 0 1930 60 0 1545 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 0 195 0 0 60 0 1930 60 0 1545 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 0 195 0 0 60 0 1930 60 0 1545 215  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1930 60 0 1545 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1930 60 0 1545 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1930 60 0 1545 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.91 0.09 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3491 109 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.55 0.55 0.00 0.43 0.00  
 Crit Volume: 0 0 663 0  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
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 Year 2035 PM Peak - No Project W ICTF

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.979  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 159 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 175 420 90 190 330 115 140 1655 130 115 1075 165  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.13 0.06 0.12 0.10 0.07 0.09 0.52 0.08 0.07 0.34 0.10  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
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Year 2035 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 155 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 30 60 310 280 65 15 15 2030 10 95 1380 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: 30 60 310 280 65 15 15 2030 10 95 1380 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: 30 60 310 280 65 15 15 2030 10 95 1380 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: 30 60 310 280 65 15 15 2030 10 95 1380 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 60 310 280 65 15 15 2030 10 95 1380 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: 30 60 310 280 65 15 15 2030 10 95 1380 255

Saturation Flow Module:

Sat/Lane: 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 0.67 1.00 0.81 0.19 1.00 1.00 2.99 0.01 1.00 2.53 0.47
Final Sat.: 533 1067 1600 1299 301 1600 1600 4776 24 1600 4051 749

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.19 0.17 0.22 0.01 0.01 0.42 0.43 0.06 0.34 0.34
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
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Year 2035 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp 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: 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 2 0 1

Volume Module:

Base Vol: 5 20 20 135 25 150 150 1200 0 10 830 545
Growth Adj: 1.00 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 20 20 135 25 150 150 1200 0 10 830 545
Added Vol: 0 0 0 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 20 20 135 25 150 150 1200 0 10 830 545
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 20 20 135 25 150 150 1200 0 10 830 545
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 135 25 150 150 1200 0 10 830 545
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 20 135 25 150 150 1200 0 10 830 545
OvlAdjVol: 395

Saturation Flow Module:

Sat/Lane: 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: 0.22 0.89 0.89 1.69 0.31 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 2700 500 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.09 0.09 0.38 0.00 0.01 0.26 0.34
OvlAdjV/S: 0.25
Crit Moves: \*\*\*\* \*\*

## 2035 Plus Alternative 2: Reduced Project AM Peak Hour

-----  
 Port of Los Angeles  
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 Year 2035 AM Peak - Reduced Project  
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Scenario: 2035 Reduced AM Peak  
 Scenario Report  
 Command: 2035 Reduced AM Peak  
 Volume: 2035 Reduced AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Year 2035 AM Peak - Reduced Project  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.523	A xxxxx	0.523	+ 0.000 V/C
# 2	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.545	A xxxxx	0.545	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.812	D xxxxx	0.812	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.808	D xxxxx	0.808	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.710	C xxxxx	0.710	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.627	B xxxxx	0.627	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.815	D xxxxx	0.815	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.726	C xxxxx	0.726	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.574	A xxxxx	0.574	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.351	A xxxxx	0.351	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.350	A xxxxx	0.350	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.937	E xxxxx	0.937	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.743	C xxxxx	0.743	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
 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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	5 600 0	0 395 840	0 0 0	0 125 235 230
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:	5 600 0	0 395 840	0 0 0	0 125 235 230
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:	5 600 0	0 395 840	0 0 0	0 125 235 230
User Adj:	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 0.00
PHF Volume:	5 600 0	0 395 840	0 0 0	0 125 235 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	5 600 0	0 395 840	0 0 0	0 125 235 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 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 0.00
FinalVolume:	5 600 0	0 395 840	0 0 0	0 125 235 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 0.12 0.29	0.00 0.00 0.00	0.08 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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.473
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    32          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 520 0 0 605 80 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
Initial Bse:   0 0 0 520 0 0 605 80 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 0 520 0 0 605 80 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
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 520 0 0 605 80 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 520 0 0 605 80 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 520 0 0 605 80 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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
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 0.16 0.00 0.00 0.21 0.03 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.545
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    36          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 460 0 0 0 120 5 0 0 0 0 0 965 220
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 1.00
Initial Bse:   0 460 0 0 0 120 5 0 0 0 0 0 965 220
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:   0 460 0 0 0 120 5 0 0 0 0 0 965 220
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 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 460 0 0 0 120 5 0 0 0 0 0 965 220
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 460 0 0 0 120 5 0 0 0 0 0 965 220
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 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 460 0 0 0 120 5 0 0 0 0 0 965 220
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.14 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.08
Crit Moves:   ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.429
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      120 0 0      460 565 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
Initial Bse:    0 0 0 0      120 0 0      460 565 0      0 0 0 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:   0 0 0 0      120 0 0      460 565 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      120 0 0      460 565 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      120 0 0      460 565 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      120 0 0      460 565 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.18 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.812
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    99          Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      465 0 725 0 0 0 0 0 2775 235 0 2635 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:    465 0 725 0 0 0 0 0 2775 235 0 2635 100
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:   465 0 725 0 0 0 0 0 2775 235 0 2635 100
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    465 0 0 0 0 0 0 0 2775 235 0 2635 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   465 0 0 0 0 0 0 0 2775 235 0 2635 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   465 0 0 0 0 0 0 0 2775 235 0 2635 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.16 0.00 0.62 0.00
Crit Volume:   233          0          925          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 0 435 280 0 430 0 0 0 0 540 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: 0 435 280 0 430 0 0 0 0 540 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: 0 435 280 0 430 0 0 0 0 540 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 435 280 0 430 0 0 0 0 540 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 435 280 0 430 0 0 0 0 540 0 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 435 280 0 430 0 0 0 0 540 0 0

Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 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 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00  
 Crit Volume: 435 0 0 0 0 0 0 0 0 270  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:  
 Base Vol: 70 5 325 160 5 5 10 340 5 265 230 195  
 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: 70 5 325 160 5 5 10 340 5 265 230 195  
 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: 70 5 325 160 5 5 10 340 5 265 230 195  
 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: 70 5 325 160 5 5 10 340 0 265 230 195  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 70 5 325 160 5 5 10 340 0 265 230 195  
 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: 70 5 325 160 5 5 10 340 0 265 230 195

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.06 1.94 1.00 0.77 0.67 0.56  
 Final Sat.: 2880 1600 1600 1600 1600 1600 91 3109 1600 1229 1067 904

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.00 0.20 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 130 85 145 135 65 55 15 930 35 30 1630 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: 130 85 145 135 65 55 15 930 35 30 1630 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: 130 85 145 135 65 55 15 930 35 30 1630 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: 130 85 145 135 65 55 15 930 35 30 1630 180  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 130 85 145 135 65 55 15 930 35 30 1630 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: 130 85 145 135 65 55 15 930 35 30 1630 180

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.89 0.11 1.00 3.00 1.00  
 Final Sat.: 1600 591 1009 847 408 345 1600 4626 174 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.20 0.20 0.02 0.34 0.11  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 56 Level Of Service: B

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 0 200 30 175 260 60 20 1190 0 5 1260 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: 0 200 30 175 260 60 20 1190 0 5 1260 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: 0 200 30 175 260 60 20 1190 0 5 1260 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 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 200 30 175 260 60 20 1190 0 5 1260 365  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 200 30 175 260 60 20 1190 0 5 1260 365  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 30 175 260 60 20 1190 0 5 1260 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.06 0.02 0.11 0.08 0.04 0.01 0.25 0.00 0.00 0.26 0.23  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.815
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    75      Level Of Service:      D
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore      Ignore      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        250 140 15 390 125 95 100 825 260 10 1105 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:     250 140 15 390 125 95 100 825 260 10 1105 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:    250 140 15 390 125 95 100 825 260 10 1105 335
User Adj:       1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     250 140 0 390 125 0 100 825 260 10 1105 335
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    250 140 0 390 125 0 100 825 260 10 1105 335
PCE Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    250 140 0 390 125 0 100 825 260 10 1105 335
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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
Lanes:          1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
Final Sat.:     1600 3200 1600 1600 3200 1600 1600 3650 1150 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.16 0.04 0.00 0.24 0.04 0.00 0.06 0.23 0.23 0.01 0.35 0.21
Crit Moves:     ****      ****      ****      ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut 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:    49      Level Of Service:      A
*****
Street Name:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include      Ovl      Include      Ovl
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 1 1 0 0 0 1 1 0 0 3 0 0 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 30 0 180 255 1135 0 0 1435 65
Growth Adj:     1.00 1.00 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 30 0 180 255 1135 0 0 1435 65
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 30 0 180 255 1135 0 0 1435 65
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 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 30 0 180 255 1135 0 0 1435 65
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 30 0 180 255 1135 0 0 1435 65
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 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 30 0 180 255 1135 0 0 1435 65
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 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 3.00 0.00 0.00 3.00 1.00
Final Sat.:     0 0 0 1425 0 1425 1425 4275 0 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.02 0.00 0.13 0.18 0.27 0.00 0.00 0.34 0.05
Crit Volume:    0 30 255 478
Crit Moves:     ****      ****      ****
*****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 68 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	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:	210	90	125	140	150	45	70	1205	370	50	1400	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:	210	90	125	140	150	45	70	1205	370	50	1400	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:	210	90	125	140	150	45	70	1205	370	50	1400	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:	210	90	125	140	150	45	70	1205	0	50	1400	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	90	125	140	150	45	70	1205	0	50	1400	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:	210	90	125	140	150	45	70	1205	0	50	1400	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:	2.00	1.00	1.00	1.00	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3288	987	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.09	0.10	0.05	0.05	0.05	0.42	0.00	0.04	0.49	0.09
Crit Volume:	125	140					70			700		
Crit Moves:	****	****					****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:

Base Vol:	20	120	615	40	110	135	85	885	10	430	960	40
Growth Adj:	1.00	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	120	615	40	110	135	85	885	10	430	960	40
Added Vol:	0	0	0	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	120	615	40	110	135	85	885	10	430	960	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	615	40	110	135	85	885	10	430	960	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	615	40	110	135	85	885	10	430	960	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	615	40	110	135	85	885	10	430	960	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2736	114

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.22	0.03	0.04	0.09	0.06	0.31	0.01	0.15	0.35	0.35
Crit Volume:	120	40		443			215					
Crit Moves:	****	****		****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	35	360	95	50	420	25	35	5	40	180	0	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:	35	360	95	50	420	25	35	5	40	180	0	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:	35	360	95	50	420	25	35	5	40	180	0	95
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
PHF Volume:	35	360	0	50	420	25	35	5	40	180	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	360	0	50	420	25	35	5	40	180	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00
FinalVolume:	35	360	0	50	420	25	35	5	40	180	0	0

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	1.89	0.11	1.00	0.11	0.89	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2596	154	1375	153	1222	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.00	0.02	0.16	0.16	0.03	0.03	0.03	0.13	0.00	0.00
Crit Volume:	35			223			45	180				
Crit Moves:	****			****			****	****				

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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	
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	70	95	5	110	80	225	5	140	345	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	70	95	5	110	80	225	5	140	345	65
Added Vol:	0	0	0	0	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	70	95	5	110	80	225	5	140	345	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	70	95	5	110	80	225	5	140	345	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	70	95	5	110	80	225	5	140	345	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	70	95	5	110	80	225	5	140	345	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.04	0.96	0.52	1.45	0.03	0.51	1.25	0.24
Final Sat.:	1500	100	1400	1500	65	1435	774	2177	48	764	1882	355

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.08	0.08	0.10	0.10	0.10	0.18	0.18	0.18
Crit Volume:	75			95			80			275		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 33 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 45 20 10 30 145 190 355 280 130 20 470 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: 45 20 10 30 145 190 355 280 130 20 470 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: 45 20 10 30 145 190 355 280 130 20 470 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: 45 20 10 30 145 190 355 280 130 20 470 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 45 20 10 30 145 190 355 280 130 20 470 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: 45 20 10 30 145 190 355 280 130 20 470 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: 1.00 0.73 0.27 0.16 0.84 1.00 0.93 0.73 0.34 0.08 1.84 0.08  
Final Sat.: 1500 1100 400 247 1253 1500 1392 1098 510 118 2765 118

Capacity Analysis Module:  
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.25 0.26 0.17 0.17 0.17  
Crit Volume: 45 190 355 255  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 45 10 110 25 10 10 10 575 5 75 580 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: 45 10 110 25 10 10 10 575 5 75 580 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: 45 10 110 25 10 10 10 575 5 75 580 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: 45 10 110 25 10 10 10 575 5 75 580 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 45 10 110 25 10 10 10 575 5 75 580 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: 45 10 110 25 10 10 10 575 5 75 580 15

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.08 0.92 1.00 0.50 0.50 0.03 1.95 0.02 0.22 1.74 0.04  
Final Sat.: 1500 125 1375 1500 750 750 51 2924 25 336 2597 67

Capacity Analysis Module:  
Vol/Sat: 0.03 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.22 0.22 0.22  
Crit Volume: 120 25 295 75  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 5 5 20 0 0 0 0 600 10 15 580 0  
Growth Adj: 1.00 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 5 20 0 0 0 0 600 10 15 580 0  
Added Vol: 0 0 0 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 5 20 0 0 0 0 600 10 15 580 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 5 20 0 0 0 0 600 10 15 580 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 5 20 0 0 0 0 600 10 15 580 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 5 5 20 0 0 0 0 600 10 15 580 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.97 0.03 0.05 1.95 0.00  
Final Sat.: 500 1000 1500 0 0 0 0 2951 49 76 2924 0

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.20 0.20 0.20 0.20 0.00  
Crit Volume: 20 0 305 15  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0  
Growth Adj: 1.00 1.00 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 85 0 285 0 560 0 0 0 540 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 85 0 285 0 560 0 0 0 540 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 85 0 285 0 560 0 0 0 540 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 85 0 285 0 560 0 0 0 540 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.46 0.54 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
Final Sat.: 0 1200 0 551 649 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.24 0.00 0.23 0.00 0.00 0.23 0.00  
Crit Volume: 0 285 280 0  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
Base Vol: 0 0 0 345 0 570 150 715 0 0 595 575  
Growth Adj: 1.00 1.00 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 0 570 150 715 0 0 595 575  
Added Vol: 0 0 0 0 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 0 570 150 715 0 0 595 575  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 345 0 0 150 715 0 0 595 575  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 345 0 0 150 715 0 0 595 575  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 345 0 0 150 715 0 0 595 575

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.10 0.24 0.00 0.00 0.20 0.38  
Crit Volume: 0 345 150 575  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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: 60 Level Of Service: B

Street Name: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 210 0 245 220 1270 0 0 1075 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 0 210 0 245 220 1270 0 0 1075 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 0 210 0 245 220 1270 0 0 1075 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 0 210 0 245 220 1270 0 0 1075 180  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 210 0 245 220 1270 0 0 1075 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 0 210 0 245 220 1270 0 0 1075 180

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3662 613

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.17 0.15 0.45 0.00 0.00 0.29 0.29  
Crit Volume: 0 245 635 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #22 Pacific Coast Hwy / Site Entrance

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: Site Entrance Pacific Coast Hwy
Approach: North Bound South 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 Ignore WideBypass Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0

Volume Module:

Base Vol: 0 0 300 0 0 0 0 1700 0 0 1555 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 0 300 0 0 0 0 1700 0 0 1555 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 0 300 0 0 0 0 1700 0 0 1555 275
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 0 0 0 0 0 0 0 1700 0 0 1555 0
Reduced Vol: 0 0 0 0 0 0 0 1700 0 0 1555 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 0 0 0 0 0 0 0 1700 0 0 1555 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.47 0.00 0.00 0.43 0.00
Crit Volume: 0 0 567 0
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy
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: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 185 375 45 335 470 185 115 1080 110 60 1275 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: 185 375 45 335 470 185 115 1080 110 60 1275 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: 185 375 45 335 470 185 115 1080 110 60 1275 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: 185 375 45 335 470 185 115 1080 110 60 1275 195
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 185 375 45 335 470 185 115 1080 110 60 1275 195

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.12 0.12 0.03 0.21 0.15 0.12 0.07 0.34 0.07 0.04 0.40 0.12
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 15 35 145 270 105 25 10 1430 25 95 1750 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: 15 35 145 270 105 25 10 1430 25 95 1750 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: 15 35 145 270 105 25 10 1430 25 95 1750 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: 15 35 145 270 105 25 10 1430 25 95 1750 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 145 270 105 25 10 1430 25 95 1750 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: 15 35 145 270 105 25 10 1430 25 95 1750 220

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.66 0.34
Final Sat.: 480 1120 1600 1152 448 1600 1600 4718 82 1600 4264 536

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.30 0.30 0.06 0.41 0.41
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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: Include Include Include Ovl
Min. Green: 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 2 0 1

Volume Module:

Base Vol: 15 35 15 40 55 95 130 685 45 85 825 405
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: 15 35 15 40 55 95 130 685 45 85 825 405
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: 15 35 15 40 55 95 130 685 45 85 825 405
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: 15 35 15 40 55 95 130 685 45 85 825 405
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 15 40 55 95 130 685 45 85 825 405
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: 15 35 15 40 55 95 130 685 45 85 825 405
OvlAdjVol: 310

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.46 1.08 0.46 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 738 1723 738 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.06 0.08 0.21 0.03 0.05 0.26 0.25
OvlAdjV/S: 0.19
Crit Moves: \*\*\*\* \*\*

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## 2035 Plus Alternative 2: Reduced Project MD Peak Hour

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 Scenario Report  
 Scenario: 2035 Reduced MD Peak

Command: 2035 Reduced MD Peak  
 Volume: 2035 Reduced MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.561	A	xxxxx 0.561	+ 0.000 V/C
# 2	A	xxxxx 0.549	A	xxxxx 0.549	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.508	A	xxxxx 0.508	+ 0.000 V/C
# 4	A	xxxxx 0.524	A	xxxxx 0.524	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx 0.709	C	xxxxx 0.709	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.563	A	xxxxx 0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.858	D	xxxxx 0.858	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.734	C	xxxxx 0.734	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.642	B	xxxxx 0.642	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx 0.756	C	xxxxx 0.756	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.473	A	xxxxx 0.473	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx 0.782	C	xxxxx 0.782	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.533	A	xxxxx 0.533	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.227	A	xxxxx 0.227	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.275	A	xxxxx 0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.417	A	xxxxx 0.417	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.167	A	xxxxx 0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.335	A	xxxxx 0.335	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.570	A	xxxxx 0.570	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.568	A	xxxxx 0.568	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.410	A	xxxxx 0.410	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.842	D	xxxxx 0.842	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.734	C	xxxxx 0.734	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.517	A	xxxxx 0.517	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec):            100                            Critical Vol./Cap.(X):            0.561  
 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				Ocean Blvd																
	North Bound		South Bound		East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R									
Control:	Protected		Protected		Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Include		Ignore		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	0	1	0	2	0	1

Volume Module:

Base Vol:	10	965	0	0	300	935	0	0	0	55	255	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	965	0	0	300	935	0	0	0	55	255	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	965	0	0	300	935	0	0	0	55	255	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	965	0	0	300	935	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	965	0	0	300	935	0	0	0	55	255	0
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	965	0	0	300	935	0	0	0	55	255	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	0.30	0.00	0.00	0.09	0.32	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****					****	

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #2  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

\*\*\*\*\*

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

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Volume Module:

Base Vol:	0	0	0	355	0	0	975	355	5	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	355	0	0	975	355	5	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	355	0	0	975	355	5	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	355	0	0	975	355	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	355	0	0	975	355	5	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	355	0	0	975	355	5	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	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	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3156	44	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.34	0.11	0.11	0.00	0.00	0.00
Crit Moves:				****			****					

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*

Cycle (sec):	100	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

\*\*\*\*\*

Street Name:	Pier S Ave	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	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0	360	0	0	250	5	0	0	0	0	945	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:	0	360	0	0	250	5	0	0	0	0	945	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:	0	360	0	0	250	5	0	0	0	0	945	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:	0	360	0	0	250	5	0	0	0	0	945	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	0	0	250	5	0	0	0	0	945	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:	0	360	0	0	250	5	0	0	0	0	945	420

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Saturation Flow Module:

Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

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Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.30	0.15
Crit Moves:		****			****						****	

\*\*\*\*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.524  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 35 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 250 0 0 360 1080 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  
 Initial Bse: 0 0 0 0 250 0 0 360 1080 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 0 250 0 0 360 1080 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 250 0 0 360 1080 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 0 250 0 0 360 1080 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  
 MLF Adj: 1.00 1.00 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 0 250 0 0 360 1080 0 0 0 0 0  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 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: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.23 0.34 0.00 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.709  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 64 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: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Ignore  
 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 0 0 3 0 1  
 Volume Module:  
 Base Vol: 530 0 920 0 0 0 0 2235 60 0 1930 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 530 0 920 0 0 0 0 2235 60 0 1930 120  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 530 0 920 0 0 0 0 2235 60 0 1930 120  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 530 0 0 0 0 0 0 2235 60 0 1930 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 530 0 0 0 0 0 0 2235 60 0 1930 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 530 0 0 0 0 0 0 2235 60 0 1930 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 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.04 0.00 0.45 0.00  
 Crit Volume: 265 0 745 0  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave				Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	545	455	5	420	0	0	0	0	505	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	545	455	5	420	0	0	0	0	505	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	545	455	5	420	0	0	0	0	505	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	545	455	5	420	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	455	5	420	0	0	0	0	505	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	545	455	5	420	0	0	0	0	505	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	0.38	0.32	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	545			5			0			253		
Crit Moves:	****			****						****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 97 Level Of Service: D  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	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						
Lanes:	2	0	1	0	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	5	305	240	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:	95	5	315	170	5	5	10	315	0	305	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	5	315	170	5	5	10	315	0	305	240	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:	95	5	315	170	5	5	10	315	0	305	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.00	1.00	0.06	1.94	1.00	0.70	0.55	0.75
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1115	878	1207

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.20	0.11	0.00	0.00	0.10	0.10	0.00	0.27	0.27	0.27
Crit Moves:	****			****			****			****		

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 59 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave				Anaheim St							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Permitted		Permitted		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:

Base Vol:	235	95	130	135	55	65	30	1370	30	25	1305	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:	235	95	130	135	55	65	30	1370	30	25	1305	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:	235	95	130	135	55	65	30	1370	30	25	1305	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	1.00
PHF Adj:	1.00	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	95	130	135	55	65	30	1370	30	25	1305	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	95	130	135	55	65	30	1370	30	25	1305	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	95	130	135	55	65	30	1370	30	25	1305	150

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	0.42	0.58	0.53	0.22	0.25	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	676	924	847	345	408	1600	4697	103	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.14	0.14	0.08	0.16	0.16	0.02	0.29	0.29	0.02	0.27	0.09
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.642  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 58 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Santa Fe Ave				Anaheim St							
	North Bound		South Bound		East Bound		West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	2	1	0	1

Volume Module:

Base Vol:	5	205	55	205	195	80	40	1165	0	25	1175	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	205	55	205	195	80	40	1165	0	25	1175	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	205	55	205	195	80	40	1165	0	25	1175	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	205	55	205	195	80	40	1165	0	25	1175	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	205	55	205	195	80	40	1165	0	25	1175	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	205	55	205	195	80	40	1165	0	25	1175	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.03	0.13	0.06	0.05	0.03	0.24	0.00	0.02	0.24	0.13
Crit Moves:	****			****			****			****		



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

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

\*\*\*\*\*

Street Name:	E I St - W 9th St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 100 30 10 335 35 120 135 960 155 15 1065 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: 100 30 10 335 35 120 135 960 155 15 1065 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: 100 30 10 335 35 120 135 960 155 15 1065 405  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 100 30 0 335 35 0 135 960 155 15 1065 405  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 100 30 0 335 35 0 135 960 155 15 1065 405  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 100 30 0 335 35 0 135 960 155 15 1065 405

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.58 0.42 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4133 667 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.06 0.01 0.00 0.21 0.01 0.00 0.08 0.23 0.23 0.01 0.33 0.25  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: 43 Level Of Service: A

\*\*\*\*\*

Street Name:	Farragut 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:	Protected		Protected		Protected		Protected									
Rights:	Include		Ovl		Include		Ovl									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	1	0	0	0	1	1	0	3	0	0	1

Volume Module:  
 Base Vol: 0 0 0 35 0 235 230 1255 0 0 1225 60  
 Growth Adj: 1.00 1.00 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 35 0 235 230 1255 0 0 1225 60  
 Added Vol: 0 0 0 0 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 35 0 235 230 1255 0 0 1225 60  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 35 0 235 230 1255 0 0 1225 60  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 35 0 235 230 1255 0 0 1225 60  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 35 0 235 230 1255 0 0 1225 60

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.16 0.16 0.29 0.00 0.00 0.29 0.04  
 Crit Volume: 0 35 230 408  
 Crit Moves: \*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford 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: 86 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: 205 115 115 255 135 85 135 1210 175 70 1220 240  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 205 115 115 255 135 85 135 1210 175 70 1220 240  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 205 115 115 255 135 85 135 1210 175 70 1220 240  
 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: 205 115 115 255 135 85 135 1210 0 70 1220 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 205 115 115 255 135 85 135 1210 0 70 1220 240  
 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  
 Final Volume: 205 115 115 255 135 85 135 1210 0 70 1220 240  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.92 1.08 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2739 1536 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.07 0.08 0.18 0.05 0.06 0.09 0.42 0.00 0.05 0.43 0.17  
 Crit Volume: 115 255 135 610  
 Crit Moves: \*\*\*\* \*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda 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: 40 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 5 85 510 30 90 155 80 875 0 285 995 45  
 Growth Adj: 1.00 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 85 510 30 90 155 80 875 0 285 995 45  
 Added Vol: 0 0 0 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 85 510 30 90 155 80 875 0 285 995 45  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 85 510 30 90 155 80 875 0 285 995 45  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 85 510 30 90 155 80 875 0 285 995 45  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 5 85 510 30 90 155 80 875 0 285 995 45  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.06 0.18 0.02 0.03 0.11 0.06 0.31 0.00 0.10 0.36 0.36  
 Crit Volume: 5 155 80 520  
 Crit Moves: \*\*\*\* \*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Henry Ford Ave-SR 103 Ramp			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		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0

Volume Module:  
 Base Vol: 35 230 75 80 215 40 70 5 25 80 0 135  
 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: 35 230 75 80 215 40 70 5 25 80 0 135  
 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: 35 230 75 80 215 40 70 5 25 80 0 135  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 35 230 0 80 215 40 70 5 25 80 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 230 0 80 215 40 70 5 25 80 0 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 35 230 0 80 215 40 70 5 25 80 0 0

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 0.17 0.83 1.00 0.00 1.00  
 Final Sat.: 1375 2750 1375 2750 2319 431 1375 229 1146 1375 0 1375

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.08 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00  
 Crit Volume: 35 128 70 80  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*

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: 20 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Broad Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted						
Rights:	Include		Include	Include		Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1

Volume Module:  
 Base Vol: 0 10 125 10 10 35 65 225 0 35 335 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 10 125 10 10 35 65 225 0 35 335 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 10 125 10 10 35 65 225 0 35 335 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 10 125 10 10 35 65 225 0 35 335 35  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 10 125 10 10 35 65 225 0 35 335 35  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 10 125 10 10 35 65 225 0 35 335 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: 1.00 0.07 0.93 1.00 0.22 0.78 0.45 1.55 0.00 0.17 1.66 0.17  
 Final Sat.: 1500 111 1389 1500 333 1167 672 2328 0 259 2481 259

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.10 0.10 0.00 0.13 0.14 0.13  
 Crit Volume: 135 10 65 203  
 Crit Moves: \*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.417  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 25 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 65 25 5 5 95 130 235 285 75 15 365 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: 65 25 5 5 95 130 235 285 75 15 365 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: 65 25 5 5 95 130 235 285 75 15 365 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: 65 25 5 5 95 130 235 285 75 15 365 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 65 25 5 5 95 130 235 285 75 15 365 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: 65 25 5 5 95 130 235 285 75 15 365 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.79 0.96 0.25 0.08 1.87 0.05  
 Final Sat.: 1500 1342 158 65 1435 1500 1185 1437 378 115 2808 77  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.02 0.03 0.08 0.07 0.09 0.20 0.20 0.20 0.13 0.13 0.13  
 Crit Volume: 65 130 235 195  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 30 20 175 10 5 20 10 420 5 75 465 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: 30 20 175 10 5 20 10 420 5 75 465 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: 30 20 175 10 5 20 10 420 5 75 465 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: 30 20 175 10 5 20 10 420 5 75 465 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 30 20 175 10 5 20 10 420 5 75 465 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: 30 20 175 10 5 20 10 420 5 75 465 20  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.10 0.90 1.00 0.20 0.80 0.05 1.93 0.02 0.27 1.66 0.07  
 Final Sat.: 1500 154 1346 1500 300 1200 69 2897 34 402 2491 107  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.02 0.13 0.13 0.01 0.02 0.02 0.14 0.15 0.14 0.19 0.19 0.19  
 Crit Volume: 195 10 218 75  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 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: 17 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 5 15 0 0 0 0 445 5 10 485 0  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 5 15 0 0 0 0 445 5 10 485 0  
 Added Vol: 0 0 0 0 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 15 0 0 0 0 445 5 10 485 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 5 15 0 0 0 0 445 5 10 485 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 5 15 0 0 0 0 445 5 10 485 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 15 0 0 0 0 445 5 10 485 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00  
 Final Sat.: 0 1500 1500 0 0 0 0 2967 33 61 2939 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.17 0.16 0.00  
 Crit Volume: 15 0 225 10  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.335  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 22 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 20 0 175 0 425 0 0 455 0  
 Growth Adj: 1.00 1.00 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 20 0 175 0 425 0 0 455 0  
 Added Vol: 0 0 0 0 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 20 0 175 0 425 0 0 455 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 20 0 175 0 425 0 0 455 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 175 0 425 0 0 455 0  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 20 0 175 0 425 0 0 455 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00  
 Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00  
 Crit Volume: 0 175 0 228  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 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: 33 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 345 0 575 90 465 0 0 575 420  
 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: 0 0 0 345 0 575 90 465 0 0 575 420  
 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: 0 0 0 345 0 575 90 465 0 0 575 420  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 345 0 0 90 465 0 0 575 420  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 345 0 0 90 465 0 0 575 420  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 345 0 0 90 465 0 0 575 420  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.06 0.16 0.00 0.00 0.19 0.28  
 Crit Volume: 0 345 90 420  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.568  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 160 0 230 225 990 0 0 785 280  
 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 0 0 160 0 230 225 990 0 0 785 280  
 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 0 0 160 0 230 225 990 0 0 785 280  
 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 0 0 160 0 230 225 990 0 0 785 280  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 160 0 230 225 990 0 0 785 280  
 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 0 0 160 0 230 225 990 0 0 785 280  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.21 0.79  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3151 1124  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.16 0.16 0.35 0.00 0.00 0.25 0.25  
 Crit Volume: 0 230 225 355  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 2 1 0 0 0 0 2 1 0  
 Volume Module:  
 Base Vol: 0 0 395 0 0 10 0 1465 10 0 1335 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: 0 0 395 0 0 10 0 1465 10 0 1335 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: 0 0 395 0 0 10 0 1465 10 0 1335 405  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1465 10 0 1335 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1465 10 0 1335 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1465 10 0 1335 0  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.98 0.02 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3576 24 0 3600 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.41 0.41 0.00 0.37 0.00  
 Crit Volume: 0 0 0 0 0 0 492 0  
 Crit Moves: \*\*\*\* \*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.842  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 86 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 175 325 100 200 305 155 145 1255 175 95 1230 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: 175 325 100 200 305 155 145 1255 175 95 1230 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: 175 325 100 200 305 155 145 1255 175 95 1230 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: 175 325 100 200 305 155 145 1255 175 95 1230 215  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 175 325 100 200 305 155 145 1255 175 95 1230 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: 175 325 100 200 305 155 145 1255 175 95 1230 215  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.10 0.06 0.13 0.10 0.10 0.09 0.39 0.11 0.06 0.38 0.13  
 Crit Moves: \*\*\*\* \*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #24 Pacific Coast Hwy / Harbor Ave
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Pacific Coast Hwy.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #25 Sepulveda Blvd / Alameda St Ramp
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Alameda St Ramp and Sepulveda Blvd.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.



## 2035 Plus Alternative 2: Reduced Project PM Peak Hour

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 Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project  
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Scenario: 2035 Reduced PM Peak

Scenario Report  
 Command: 2035 Reduced PM Peak  
 Volume: 2035 Reduced PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.406	A xxxxx	0.406	+ 0.000 V/C
# 2	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 4	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.600	B xxxxx	0.600	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.646	B xxxxx	0.646	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.764	C xxxxx	0.764	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.566	A xxxxx	0.566	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.877	D xxxxx	0.877	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.758	C xxxxx	0.758	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.870	D xxxxx	0.870	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.937	E xxxxx	0.937	+ 0.000 V/C

Port of Los Angeles  
SCIG  
Year 2035 PM Peak - Reduced Project

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.534	A xxxxx	0.534	+ 0.000 V/C

Port of Los Angeles  
SCIG  
Year 2035 PM Peak - Reduced Project

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

\*\*\*\*\*  
Intersection #1 Ocean Blvd / Terminal Island Fwy  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	5 685	0	0 230	605	0 0 0	0 15 135	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:	5 685	0	0 230	605	0 0 0	0 15 135	265
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:	5 685	0	0 230	605	0 0 0	0 15 135	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:	5 685	0	0 230	605	0 0 0	0 15 135	0
Reduct Vol:	0 0 0	0	0 0 0	0	0 0 0	0 0 0	0
Reduced Vol:	5 685	0	0 230	605	0 0 0	0 15 135	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00	1.00
FinalVolume:	5 685	0	0 230	605	0 0 0	0 15 135	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	0 1600 3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.21	0.00	0.00 0.07	0.21	0.00 0.00	0.00 0.01 0.04	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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.416
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 0 245 0 0 690 250 5 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 0 245 0 0 690 250 5 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 0 245 0 0 690 250 5 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 0 245 0 0 690 250 5 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 245 0 0 690 250 5 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 0 245 0 0 690 250 5 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 1.96 0.04 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3137 63 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.08 0.00 0.00 0.24 0.08 0.08 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 385 0 0 0 155 225 0 0 0 0 0 525 175
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 1.00
Initial Bse:   0 385 0 0 0 155 225 0 0 0 0 0 525 175
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:   0 385 0 0 0 155 225 0 0 0 0 0 525 175
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 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 385 0 0 0 155 225 0 0 0 0 0 525 175
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 385 0 0 0 155 225 0 0 0 0 0 525 175
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 1.00
MLF Adj:      1.00 1.00 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 0 0 0 155 225 0 0 0 0 0 525 175
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.16 0.06
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.399
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      155 0 0      385 785 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
Initial Bse:    0 0 0 0      155 0 0      385 785 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 0 0 0      155 0 0      385 785 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      155 0 0      385 785 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      155 0 0      385 785 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      155 0 0      385 785 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.25 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.786
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    87          Level Of Service:      C
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Ovl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      530 0 1165 0 0 0 0 0 2565 390 0 2495 115
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    530 0 1165 0 0 0 0 0 2565 390 0 2495 115
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:   530 0 1165 0 0 0 0 0 2565 390 0 2495 115
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    530 0 0 0 0 0 0 0 2565 390 0 2495 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   530 0 0 0 0 0 0 0 2565 390 0 2495 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   530 0 0 0 0 0 0 0 2565 390 0 2495 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.27 0.00 0.58 0.00
Crit Volume:   265          0          855          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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 / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 545 285 5 310 0 0 0 0 0 245 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: 0 545 285 5 310 0 0 0 0 0 245 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: 0 545 285 5 310 0 0 0 0 0 245 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: 0 545 285 5 310 0 0 0 0 0 245 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 545 285 5 310 0 0 0 0 0 245 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: 0 545 285 5 310 0 0 0 0 0 245 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 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 545 5 0 123  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 54 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
Base Vol: 125 5 90 100 5 20 65 220 250 230 325 125  
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: 125 5 90 100 5 20 65 220 250 230 325 125  
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: 125 5 90 100 5 20 65 220 250 230 325 125  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 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 5 90 100 5 20 65 220 0 230 325 125  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 125 5 90 100 5 20 65 220 0 230 325 125  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 125 5 90 100 5 20 65 220 0 230 325 125

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.46 1.54 1.00 0.68 0.95 0.37  
Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1082 1529 588

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.06 0.06 0.00 0.01 0.09 0.09 0.00 0.21 0.21 0.21  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 40 60 105 155 15 60 15 1425 35 0 1520 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: 40 60 105 155 15 60 15 1425 35 0 1520 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: 40 60 105 155 15 60 15 1425 35 0 1520 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 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 40 60 105 155 15 60 15 1425 35 0 1520 150  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 60 105 155 15 60 15 1425 35 0 1520 150  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 40 60 105 155 15 60 15 1425 35 0 1520 150

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00  
 Final Sat.: 1600 582 1018 1078 104 417 1600 4685 115 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.30 0.30 0.00 0.32 0.09  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 75 Level Of Service: C

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 0 130 40 385 180 80 50 1405 0 15 1190 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: 0 130 40 385 180 80 50 1405 0 15 1190 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: 0 130 40 385 180 80 50 1405 0 15 1190 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: 0 130 40 385 180 80 50 1405 0 15 1190 275  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 130 40 385 180 80 50 1405 0 15 1190 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: 0 130 40 385 180 80 50 1405 0 15 1190 275

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.04 0.03 0.24 0.06 0.05 0.03 0.29 0.00 0.01 0.25 0.17  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 64 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected				
Rights:	Ignore		Ignore		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	1	0	1

Volume Module:  
Base Vol: 330 135 15 285 145 105 105 1190 440 10 1045 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: 330 135 15 285 145 105 105 1190 440 10 1045 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: 330 135 15 285 145 105 105 1190 440 10 1045 390  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 330 135 0 285 145 0 105 1190 440 10 1045 390  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 330 135 0 285 145 0 105 1190 440 10 1045 390  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 330 135 0 285 145 0 105 1190 440 10 1045 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3504 1296 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.21 0.04 0.00 0.18 0.05 0.00 0.07 0.34 0.34 0.01 0.33 0.24  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

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

Street Name: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 70 0 335 205 1635 0 0 1415 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: 0 0 0 70 0 335 205 1635 0 0 1415 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: 0 0 0 70 0 335 205 1635 0 0 1415 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: 0 0 0 70 0 335 205 1635 0 0 1415 95  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 335 205 1635 0 0 1415 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: 0 0 0 70 0 335 205 1635 0 0 1415 95

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.24 0.14 0.38 0.00 0.00 0.33 0.07  
Crit Volume: 0 335 0 472  
Crit Moves: \*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.877  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 151 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  
 -----  
 Volume Module:  
 Base Vol: 275 115 100 235 190 40 85 1615 285 70 1480 225  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 275 115 100 235 190 40 85 1615 285 70 1480 225  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 275 115 100 235 190 40 85 1615 285 70 1480 225  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 275 115 100 235 190 40 85 1615 0 70 1480 225  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 275 115 100 235 190 40 85 1615 0 70 1480 225  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 275 115 100 235 190 40 85 1615 0 70 1480 225  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 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 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2850 1425 1425 1425 3532 743 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.10 0.08 0.07 0.16 0.05 0.05 0.06 0.57 0.00 0.05 0.52 0.16  
 Crit Volume: 138 235 807 70  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 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: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 15 195 835 20 310 190 195 1130 10 450 1320 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: 15 195 835 20 310 190 195 1130 10 450 1320 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: 15 195 835 20 310 190 195 1130 10 450 1320 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: 15 195 835 20 310 190 195 1130 10 450 1320 20  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 195 835 20 310 190 195 1130 10 450 1320 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: 15 195 835 20 310 190 195 1130 10 450 1320 20  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.14 0.29 0.01 0.11 0.13 0.14 0.40 0.01 0.16 0.47 0.47  
 Crit Volume: 195 20 195 670  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	20	400	55	105	330	45	65	0	15	65	0	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:	20	400	55	105	330	45	65	0	15	65	0	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:	20	400	55	105	330	45	65	0	15	65	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	400	0	105	330	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	400	0	105	330	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	400	0	105	330	45	65	0	15	65	0	0

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	2420	330	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	0.05	0.00	0.00
Crit Volume:	200			53			65			65		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
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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: 25 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	10	0	210	85	0	205	135	425	0	60	280	105
Growth Adj:	1.00	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	0	210	85	0	205	135	425	0	60	280	105
Added Vol:	0	0	0	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	0	210	85	0	205	135	425	0	60	280	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	210	85	0	205	135	425	0	60	280	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	85	0	205	135	425	0	60	280	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	85	0	205	135	425	0	60	280	105

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.48	1.52	0.00	0.27	1.26	0.47
Final Sat.:	1500	0	1500	1500	0	1500	723	2277	0	404	1888	708

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.14	0.06	0.00	0.14	0.19	0.19	0.00	0.15	0.15	0.15
Crit Volume:	210		85	135			222			222		
Crit Moves:	****		****	****		****	****		****	****		****

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 43 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	505	45	40	475	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:	100	75	5	15	110	165	465	505	45	40	475	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:	100	75	5	15	110	165	465	505	45	40	475	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:	100	75	5	15	110	165	465	505	45	40	475	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	505	45	40	475	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:	100	75	5	15	110	165	465	505	45	40	475	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:	1.00	0.94	0.06	0.10	0.90	1.00	0.92	0.99	0.09	0.15	1.78	0.07
Final Sat.:	1500	1417	83	155	1345	1500	1374	1493	133	224	2664	112

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100					165	465					268
Crit Moves:	****					****	****					****

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 27 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	70	25	150	15	5	25	10	885	5	50	690	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:	70	25	150	15	5	25	10	885	5	50	690	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:	70	25	150	15	5	25	10	885	5	50	690	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:	70	25	150	15	5	25	10	885	5	50	690	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	25	150	15	5	25	10	885	5	50	690	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	25	150	15	5	25	10	885	5	50	690	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:	1.00	0.14	0.86	1.00	0.17	0.83	0.02	1.97	0.01	0.13	1.78	0.09
Final Sat.:	1500	214	1286	1500	250	1250	33	2950	17	194	2671	135

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.30	0.30	0.30	0.26	0.26	0.26
Crit Volume:	175			15			450			50		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 22 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	880	25	15	800	0
Growth Adj:	1.00	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	35	0	0	0	0	880	25	15	800	0
Added Vol:	0	0	0	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	35	0	0	0	0	880	25	15	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	35	0	0	0	0	880	25	15	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	880	25	15	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	880	25	15	800	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.94	0.06	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2917	83	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				453	15			0
Crit Moves:	****							****	****			****

\*\*\*\*\*

Port of Los Angeles  
SCIG  
Year 2035 PM Peak - Reduced Project

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	780	0	0	620	0
Growth Adj:	1.00	1.00	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	95	0	140	0	780	0	0	620	0
Added Vol:	0	0	0	0	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	95	0	140	0	780	0	0	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	95	0	140	0	780	0	0	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	780	0	0	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	95	0	140	0	780	0	0	620	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.00
Crit Volume:	0			140		390			0			0
Crit Moves:	****			****		****		****	****			****

\*\*\*\*\*

Port of Los Angeles  
SCIG  
Year 2035 PM Peak - Reduced Project

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.870  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 111 Level Of Service: D

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
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		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	565	0	690	105	625	0	0	1270	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	0	0	565	0	690	105	625	0	0	1270	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	0	0	565	0	690	105	625	0	0	1270	565
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	565	0	0	105	625	0	0	1270	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	565	0	0	105	625	0	0	1270	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	565	0	0	105	625	0	0	1270	565

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.07	0.21	0.00	0.00	0.42	0.38
Crit Volume:	0			565			105				635	
Crit Moves:				****			****				****	

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Port of Los Angeles  
SCIG  
Year 2035 PM Peak - Reduced Project

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	170	0	210	210	1680	0	0	1210	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:	0	0	0	170	0	210	210	1680	0	0	1210	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:	0	0	0	170	0	210	210	1680	0	0	1210	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:	0	0	0	170	0	210	210	1680	0	0	1210	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	210	210	1680	0	0	1210	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:	0	0	0	170	0	210	210	1680	0	0	1210	260

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.47	0.53
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3519	756

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.15	0.15	0.59	0.00	0.00	0.34	0.34
Crit Volume:	0					210		840			0	
Crit Moves:				****		****		****			****	

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Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 195 0 0 0 0 1950 0 0 1580 240  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 195 0 0 0 0 1950 0 0 1580 240  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 195 0 0 0 0 1950 0 0 1580 240  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1950 0 0 1580 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1950 0 0 1580 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1950 0 0 1580 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.44 0.00  
 Crit Volume: 0 0 650 0  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.937  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 126 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 180 420 90 190 330 115 140 1520 130 115 1025 165  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.13 0.06 0.12 0.10 0.07 0.09 0.48 0.08 0.07 0.32 0.10  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.894  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 132 Level Of Service: D

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	30	60	310	280	65	15	15	1905	10	95	1330	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:	30	60	310	280	65	15	15	1905	10	95	1330	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:	30	60	310	280	65	15	15	1905	10	95	1330	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:	30	60	310	280	65	15	15	1905	10	95	1330	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	60	310	280	65	15	15	1905	10	95	1330	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:	30	60	310	280	65	15	15	1905	10	95	1330	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:	0.33	0.67	1.00	0.81	0.19	1.00	1.00	2.98	0.02	1.00	2.52	0.48
Final Sat.:	533	1067	1600	1299	301	1600	1600	4775	25	1600	4028	772

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.19	0.17	0.22	0.01	0.01	0.40	0.40	0.06	0.33	0.33
Crit Moves:	****	****		****	****		****	****		****	****	

Port of Los Angeles  
 SCIG  
 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

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:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	5	20	20	35	25	150	150	1170	0	10	780	490
Growth Adj:	1.00	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	20	20	35	25	150	150	1170	0	10	780	490
Added Vol:	0	0	0	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	20	20	35	25	150	150	1170	0	10	780	490
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	20	20	35	25	150	150	1170	0	10	780	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	20	35	25	150	150	1170	0	10	780	490
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	20	35	25	150	150	1170	0	10	780	490
OvlAdjVol:												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:	0.22	0.89	0.89	1.17	0.83	1.00	1.00	1.00	2.00	1.00	1.00	2.00
Final Sat.:	356	1422	1422	1867	1333	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.09	0.09	0.37	0.00	0.01	0.24	0.31
OvlAdjV/S:												0.21
Crit Moves:	****			****	****		****	****		****	****	

## 2046 Without Project AM Peak Hour



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 Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - WO Project W ICTF  
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Scenario: 2046 WO Project AM Peak  
 Scenario Report  
 Command: 2046 WO Project AM Peak  
 Volume: 2046 WO Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.607	B xxxxx	0.607	+ 0.000 V/C
# 2	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.994	E xxxxx	0.994	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.891	D xxxxx	0.891	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.774	C xxxxx	0.774	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.759	C xxxxx	0.759	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.809	D xxxxx	0.809	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.783	C xxxxx	0.783	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.626	B xxxxx	0.626	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.924	E xxxxx	0.924	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.711	C xxxxx	0.711	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.547	A xxxxx	0.547	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 50 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	530	0	0	455	870	0	0	0	15	485	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	530	0	0	455	870	0	0	0	15	485	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	530	0	0	455	870	0	0	0	15	485	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	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	530	0	0	455	870	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	530	0	0	455	870	0	0	0	15	485	0
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	530	0	0	455	870	0	0	0	15	485	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	0.14	0.30	0.00	0.00	0.00	0.01	0.15	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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.433
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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      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 0      470 0 0      535 290 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
Initial Bse:    0 0 0 0      470 0 0      535 290 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 0 0 0      470 0 0      535 290 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      470 0 0      535 290 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      470 0 0      535 290 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      470 0 0      535 290 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      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 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.15 0.00 0.00 0.19 0.09 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.525
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    35          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
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 1.00
Initial Bse:    0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
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:   0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
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 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
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 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 275 0 0      0 0 375 10      0 0 0 0      0 0 985 270
-----|-----|-----|-----|
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 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:    0 3200 0 0      0 3200 1600 0 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.09 0.00 0.00 0.12 0.01 0.00 0.00 0.00 0.00 0.00 0.31 0.09
Crit Moves:    ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
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
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      375 0 0      275 450 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
Initial Bse:    0 0 0 0      375 0 0      275 450 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 0 0 0      375 0 0      275 450 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      375 0 0      275 450 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      375 0 0      275 450 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      375 0 0      275 450 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.14 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.994
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      755 0 805 0 0 0 0 0 3115 360 0 2360 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:    755 0 805 0 0 0 0 0 3115 360 0 2360 35
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:   755 0 805 0 0 0 0 0 3115 360 0 2360 35
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    755 0 0 0 0 0 0 0 3115 360 0 2360 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   755 0 0 0 0 0 0 0 3115 360 0 2360 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   755 0 0 0 0 0 0 0 3115 360 0 2360 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.25 0.00 0.55 0.00
Crit Volume:   378          0          1038          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 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: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 435 290 0 450 0 0 0 0 0 540 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  
 Initial Bse: 0 435 290 0 450 0 0 0 0 0 540 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: 0 435 290 0 450 0 0 0 0 0 540 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 435 290 0 450 0 0 0 0 0 540 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 435 290 0 450 0 0 0 0 0 540 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 435 290 0 450 0 0 0 0 0 540 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: 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 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.31 0.20 0.00 0.16 0.00 0.00 0.00 0.00 0.19 0.00 0.00  
 Crit Volume: 435 0 0 0 0 0 0 0 0 270  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.891  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 108 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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 0  
 Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 160 15 450 155 10 5 10 345 35 285 240 185  
 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: 160 15 450 155 10 5 10 345 35 285 240 185  
 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: 160 15 450 155 10 5 10 345 35 285 240 185  
 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: 160 15 450 155 10 5 10 345 0 285 240 185  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 160 15 450 155 10 5 10 345 0 285 240 185  
 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: 160 15 450 155 10 5 10 345 0 285 240 185  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.33 0.67 0.06 1.94 1.00 0.80 0.68 0.52  
 Final Sat.: 2880 1600 1600 1600 2133 1067 90 3110 1600 1285 1082 834  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.01 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 145 120 130 90 70 105 40 825 30 50 1790 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: 145 120 130 90 70 105 40 825 30 50 1790 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: 145 120 130 90 70 105 40 825 30 50 1790 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: 145 120 130 90 70 105 40 825 30 50 1790 275  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 145 120 130 90 70 105 40 825 30 50 1790 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: 145 120 130 90 70 105 40 825 30 50 1790 275

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.89 0.11 1.00 3.00 1.00  
 Final Sat.: 1600 768 832 543 423 634 1600 4632 168 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.18 0.18 0.03 0.37 0.17  
 Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 40 300 55 320 300 110 35 1030 265 80 1460 505  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 40 300 55 320 300 110 35 1030 265 80 1460 505  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 40 300 55 320 300 110 35 1030 265 80 1460 505  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 40 300 55 320 300 110 35 1030 265 80 1460 505  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 300 55 320 300 110 35 1030 265 80 1460 505  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 40 300 55 320 300 110 35 1030 265 80 1460 505

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.39 0.61 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3818 982 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.09 0.03 0.20 0.09 0.07 0.02 0.27 0.27 0.05 0.30 0.32  
 Crit Moves: \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 270 135 20 330 200 25 65 980 225 55 1120 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: 270 135 20 330 200 25 65 980 225 55 1120 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: 270 135 20 330 200 25 65 980 225 55 1120 425  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 270 135 0 330 200 0 65 980 225 55 1120 425  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 270 135 0 330 200 0 65 980 225 55 1120 425  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 270 135 0 330 200 0 65 980 225 55 1120 425

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3904 896 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.17 0.04 0.00 0.21 0.06 0.00 0.04 0.25 0.25 0.03 0.35 0.27  
 Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

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: Farragut 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:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:  
 Base Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55  
 Growth Adj: 1.00 1.00 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 20 0 200 215 1260 0 0 1445 55  
 Added Vol: 0 0 0 0 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 20 0 200 215 1260 0 0 1445 55  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 20 0 200 215 1260 0 0 1445 55  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 20 0 200 215 1260 0 0 1445 55

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.14 0.15 0.29 0.00 0.00 0.34 0.04  
 Crit Volume: 0 20 215 482  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford 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: 97 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	280	260	80	175	205	55	35	1315	350	50	1525	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	260	80	175	205	55	35	1315	350	50	1525	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	260	80	175	205	55	35	1315	350	50	1525	115
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:	280	260	80	175	205	55	35	1315	0	50	1525	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	260	80	175	205	55	35	1315	0	50	1525	115
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:	280	260	80	175	205	55	35	1315	0	50	1525	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.37	0.63	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3371	904	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.06	0.12	0.06	0.06	0.02	0.46	0.00	0.04	0.54	0.08
Crit Volume:	180	175		35	763							
Crit Moves:	****	****		****	****							

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

\*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	25	230	750	25	240	120	130	965	25	470	1220	55
Growth Adj:	1.00	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	230	750	25	240	120	130	965	25	470	1220	55
Added Vol:	0	0	0	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	230	750	25	240	120	130	965	25	470	1220	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	230	750	25	240	120	130	965	25	470	1220	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	750	25	240	120	130	965	25	470	1220	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	230	750	25	240	120	130	965	25	470	1220	55

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2727	123

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.26	0.02	0.08	0.08	0.09	0.34	0.02	0.16	0.45	0.45
Crit Volume:	230	25		130	638							
Crit Moves:	****	****		****	****							

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Ignore		Include		Include		Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	155	500	160	125	470	20	80	5	205	130	5	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:	155	500	160	125	470	20	80	5	205	130	5	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:	155	500	160	125	470	20	80	5	205	130	5	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	500	0	125	470	20	80	5	205	130	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	500	0	125	470	20	80	5	205	130	5	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	500	0	125	470	20	80	5	205	130	5	0

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	1.92	0.08	1.00	0.02	0.98	0.96	0.04	1.00
Final Sat.:	1375	2750	1375	2750	2638	112	1375	33	1342	1324	51	1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.18	0.00	0.05	0.18	0.18	0.06	0.15	0.15	0.10	0.10	0.00
Crit Volume:	155			245			210		135			
Crit Moves:	****			****			****		****			

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 24 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	5	5	65	95	5	105	75	415	5	135	490	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:	5	5	65	95	5	105	75	415	5	135	490	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:	5	5	65	95	5	105	75	415	5	135	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	65	95	5	105	75	415	5	135	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	75	415	5	135	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	75	415	5	135	490	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.39	1.41	0.20
Final Sat.:	1500	107	1393	1500	68	1432	455	2515	30	583	2115	302

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.17	0.16	0.17	0.23	0.23	0.23
Crit Volume:		70	95				75					348
Crit Moves:		****	****				****					****

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: B

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Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	40	25	10	25	140	265	350	410	130	25	545	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:	40	25	10	25	140	265	350	410	130	25	545	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:	40	25	10	25	140	265	350	410	130	25	545	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	410	130	25	545	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	410	130	25	545	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	410	130	25	545	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.79	0.92	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1180	1382	438	126	2748	126

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.30	0.30	0.30	0.20	0.20	0.20
Crit Volume:	40			265	350	298						
Crit Moves:	****			****	****	****						

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 26 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	150	15	90	25	15	10	10	740	80	75	690	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:	150	15	90	25	15	10	10	740	80	75	690	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:	150	15	90	25	15	10	10	740	80	75	690	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:	150	15	90	25	15	10	10	740	80	75	690	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	15	90	25	15	10	10	740	80	75	690	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:	150	15	90	25	15	10	10	740	80	75	690	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.79	0.19	0.19	1.77	0.04
Final Sat.:	1500	214	1286	1500	900	600	36	2675	289	288	2654	58

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.07	0.02	0.02	0.02	0.28	0.28	0.28	0.26	0.26	0.26
Crit Volume:	150			25	415	75						
Crit Moves:	****			****	****	****						

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.342  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	5	0	20	10	5	30	10	870	5	20	775	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:	5	0	20	10	5	30	10	870	5	20	775	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:	5	0	20	10	5	30	10	870	5	20	775	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:	5	0	20	10	5	30	10	870	5	20	775	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	30	10	870	5	20	775	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:	5	0	20	10	5	30	10	870	5	20	775	5

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:	0.40	0.60	1.00	0.22	0.11	0.67	0.02	1.97	0.01	0.05	1.94	0.01
Final Sat.:	600	900	1500	333	167	1000	34	2949	17	75	2906	19

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.03	0.29	0.30	0.30	0.27	0.27	0.27
Crit Volume:	5			45			443	20				
Crit Moves:	****			****			****	****				****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.685  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: B

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	70	0	305	85	890	0	0	835	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	0	0	70	0	305	85	890	0	0	835	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	0	0	70	0	305	85	890	0	0	835	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	0	0	70	0	305	85	890	0	0	835	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	305	85	890	0	0	835	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	305	85	890	0	0	835	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.37	0.63	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	448	752	1200	1200	2400	0	1200	2317	83

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.07	0.37	0.00	0.00	0.36	0.36
Crit Volume:	0			305	85						433	
Crit Moves:				****	****						****	****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.783  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

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Street Name:	Figueroa St				Harry Bridges Blvd							
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		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	385	0	575	165	710	0	5	580	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	385	0	575	165	710	0	5	580	620
Added Vol:	0	0	0	0	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	5	385	0	575	165	710	0	5	580	620
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	385	0	0	165	710	0	5	580	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	385	0	0	165	710	0	5	580	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	385	0	0	165	710	0	5	580	620

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.11	0.24	0.00	0.00	0.19	0.41
Crit Volume:		5	385				165				620	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

Volume Module:

Base Vol:	0	0	0	265	0	235	205	1120	0	0	1060	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	265	0	235	205	1120	0	0	1060	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	265	0	235	205	1120	0	0	1060	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	265	0	235	205	1120	0	0	1060	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	235	205	1120	0	0	1060	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	265	0	235	205	1120	0	0	1060	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	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3582	693

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.16	0.14	0.39	0.00	0.00	0.30	0.30
Crit Volume:				265			205				422	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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 Ignore WideBypass Ignore  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 120 0 0 30 0 1535 75 0 1535 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: 0 0 120 0 0 30 0 1535 75 0 1535 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: 0 0 120 0 0 30 0 1535 75 0 1535 265  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1535 75 0 1535 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1535 75 0 1535 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1535 75 0 1535 0  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.86 0.14 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3432 168 0 3600 0  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.45 0.45 0.00 0.43 0.00  
Crit Volume: 0 0 0 0 0 0 0 537 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.924  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 119 Level Of Service: E  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 140 315 95 15 445 115 115 1385 55 100 1555 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: 140 315 95 15 445 115 115 1385 55 100 1555 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: 140 315 95 15 445 115 115 1385 55 100 1555 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: 140 315 95 15 445 115 115 1385 55 100 1555 155  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 140 315 95 15 445 115 115 1385 55 100 1555 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: 140 315 95 15 445 115 115 1385 55 100 1555 155  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.09 0.10 0.06 0.01 0.14 0.07 0.07 0.43 0.03 0.06 0.49 0.10  
Crit Moves: \*\*\*\* \*\*

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Year 2046 AM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #24 Pacific Coast Hwy / Harbor Ave  
\*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.711  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 64 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 50 30 125 225 85 40 15 1450 25 115 1880 120  
Growth Adj: 1.00 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 30 125 225 85 40 15 1450 25 115 1880 120  
Added Vol: 0 0 0 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 30 125 225 85 40 15 1450 25 115 1880 120  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 50 30 125 225 85 40 15 1450 25 115 1880 120  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 50 30 125 225 85 40 15 1450 25 115 1880 120  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 50 30 125 225 85 40 15 1450 25 115 1880 120

Saturation Flow Module:  
Sat/Lane: 1600 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: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.82 0.18  
Final Sat.: 1000 600 1600 1161 439 1600 1600 4719 81 1600 4512 288

Capacity Analysis Module:  
Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.31 0.31 0.07 0.42 0.42  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #25 Sepulveda Blvd / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 5 25 10 145 110 110 140 785 10 50 790 390  
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 25 10 145 110 110 140 785 10 50 790 390  
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 25 10 145 110 110 140 785 10 50 790 390  
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 25 10 145 110 110 140 785 10 50 790 390  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 25 10 145 110 110 140 785 10 50 790 390  
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 25 10 145 110 110 140 785 10 50 790 390  
OvlAdjVol: 262

Saturation Flow Module:  
Sat/Lane: 1600 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: 0.25 1.25 0.50 1.14 0.86 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 400 2000 800 1820 1380 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.07 0.09 0.25 0.01 0.03 0.25 0.24  
OvlAdjV/S: 0.16  
Crit Moves: \*\*\*\* \*\*

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## 2046 Without Project MD Peak Hour

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 Port of Los Angeles  
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 Year 2046 MD Peak - WO Project W ICTF  
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Scenario: 2046 WOProject MD Peak  
 Scenario Report  
 Command: 2046 WO Project MD Peak  
 Volume: 2046 WO Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2046 MD Peak - WO Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C
# 2	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 4	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.694	B xxxxx	0.694	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.819	D xxxxx	0.819	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.631	B xxxxx	0.631	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.434	A xxxxx	0.434	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.801	D xxxxx	0.801	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.487	A xxxxx	0.487	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.382	A xxxxx	0.382	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.292	A xxxxx	0.292	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.620	B xxxxx	0.620	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.794	C xxxxx	0.794	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.584	A xxxxx	0.584	+ 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  
 \*\*\*\*\*

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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	0 430	0 0 270	700	0 0 0	0 15 370	115
Growth Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 430	0 0 270	700	0 0 0	0 15 370	115
Added Vol:	0 0 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 0 0
Initial Fut:	0 430	0 0 270	700	0 0 0	0 15 370	115
User Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 430	0 0 270	700	0 0 0	0 15 370	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 430	0 0 270	700	0 0 0	0 15 370	0
PCE Adj:	1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00 1.00	1.00 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	0 0 270	700	0 0 0	0 15 370	0

Saturation Flow Module:

Sat/Lane:	1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00	1.00 1.00 0.90	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 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	0.24 0.00 0.00	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)

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*****
Intersection #2
Cycle (sec):      100          Critical Vol./Cap.(X):      0.377
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 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 0 280 0 0 430 605 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
Initial Bse:   0 0 0 280 0 0 430 605 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 0 0 280 0 0 430 605 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 280 0 0 430 605 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 280 0 0 430 605 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 280 0 0 430 605 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 0.19 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
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:    Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 210 0 0 0 320 40 0 0 0 0 0 770 450
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 1.00
Initial Bse:   0 210 0 0 0 320 40 0 0 0 0 0 770 450
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:   0 210 0 0 0 320 40 0 0 0 0 0 770 450
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 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 210 0 0 0 320 40 0 0 0 0 0 770 450
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 210 0 0 0 320 40 0 0 0 0 0 770 450
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 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 210 0 0 0 320 40 0 0 0 0 0 770 450
-----|-----|-----|-----|
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 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.07 0.00 0.00 0.10 0.03 0.00 0.00 0.00 0.00 0.24 0.16
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.435
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      320 0 0      210 715 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
Initial Bse:   0 0 0 0      320 0 0      210 715 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 0 0 0      320 0 0      210 715 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      320 0 0      210 715 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      320 0 0      210 715 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      320 0 0      210 715 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.22 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)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.694
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      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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      665 0 495 0 0 0 0 0 1970 115 0 1690 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:   665 0 495 0 0 0 0 0 1970 115 0 1690 50
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:   665 0 495 0 0 0 0 0 1970 115 0 1690 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 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   665 0 0 0 0 0 0 0 1970 115 0 1690 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  665 0 0 0 0 0 0 0 1970 115 0 1690 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 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  665 0 0 0 0 0 0 0 1970 115 0 1690 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 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.08 0.00 0.40 0.00
Crit Volume:  333          0          657          0
Crit Moves:   ****          ****          ****          ****
*****
    
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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: A

\*\*\*\*\*

Street Name:	Ferry St / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

	Ferry St / Seaside Ave	Harbor Fwy Ramp
Base Vol:	0 555 450	0 0 0 0 0 505 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
Initial Bse:	0 555 450	0 0 0 0 0 505 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:	0 555 450	0 0 0 0 0 505 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
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 555 450	0 0 0 0 0 505 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0 0 0 0 0 0
Reduced Vol:	0 555 450	0 0 0 0 0 505 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 555 450	0 0 0 0 0 505 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:	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 0.39 0.32	0.00 0.17 0.00	0.00 0.00 0.00	0.18 0.00 0.00
Crit Volume:	555	0	0	253
Crit Moves:	***	***	***	***

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 98 Level Of Service: D

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Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Split Phase
Rights:	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	0 1 1 0 1

Volume Module:

	Pier B St-Pico Ave	I-710 Ramps-9th St
Base Vol:	125 15 295	170 15 5 10 315 45 335 250 345
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:	125 15 295	170 15 5 10 315 45 335 250 345
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:	125 15 295	170 15 5 10 315 45 335 250 345
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:	125 15 295	170 15 5 10 315 0 335 250 345
Reduct Vol:	0 0 0 0	0 0 0 0 0 0 0 0 0
Reduced Vol:	125 15 295	170 15 5 10 315 0 335 250 345
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:	125 15 295	170 15 5 10 315 0 335 250 345

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 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 1.50 0.50	0.06 1.94 1.00	0.72 0.54 0.74
Final Sat.:	2880 1600 1600	1600 2400 800	98 3102 1600	1153 860 1187

Capacity Analysis Module:

Vol/Sat:	0.04 0.01 0.18	0.11 0.01 0.01	0.10 0.10 0.00	0.29 0.29 0.29
Crit Moves:	***	***	***	***

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 165 120 215 190 110 155 40 1295 50 50 1365 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 120 215 190 110 155 40 1295 50 50 1365 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 120 215 190 110 155 40 1295 50 50 1365 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 120 215 190 110 155 40 1295 50 50 1365 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 120 215 190 110 155 40 1295 50 50 1365 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 120 215 190 110 155 40 1295 50 50 1365 240

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 573 1027 668 387 545 1600 4622 178 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.28 0.28 0.03 0.28 0.15
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 40 270 75 230 245 155 85 1050 35 75 1290 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: 40 270 75 230 245 155 85 1050 35 75 1290 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: 40 270 75 230 245 155 85 1050 35 75 1290 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: 40 270 75 230 245 155 85 1050 35 75 1290 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 270 75 230 245 155 85 1050 35 75 1290 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: 40 270 75 230 245 155 85 1050 35 75 1290 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4645 155 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.08 0.05 0.14 0.08 0.10 0.05 0.23 0.23 0.05 0.27 0.20
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: B

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 125 65 0 165 70 15 60 910 155 30 1120 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: 125 65 0 165 70 15 60 910 155 30 1120 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: 125 65 0 165 70 15 60 910 155 30 1120 305  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 125 65 0 165 70 0 60 910 155 30 1120 305  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 125 65 0 165 70 0 60 910 155 30 1120 305  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 125 65 0 165 70 0 60 910 155 30 1120 305

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56 0.44 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4101 699 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.02 0.00 0.10 0.02 0.00 0.04 0.22 0.22 0.02 0.35 0.19  
 Crit Moves: \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut 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: 40 Level Of Service: A

Street Name: Farragut 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:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	3	0	1	0	0	3	0	1

Volume Module:  
 Base Vol: 0 0 0 20 0 245 210 1270 0 0 1120 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: 0 0 0 20 0 245 210 1270 0 0 1120 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: 0 0 0 20 0 245 210 1270 0 0 1120 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: 0 0 0 20 0 245 210 1270 0 0 1120 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 245 210 1270 0 0 1120 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: 0 0 0 20 0 245 210 1270 0 0 1120 50

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.17 0.15 0.30 0.00 0.00 0.26 0.04  
 Crit Volume: 0 245 0 373  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford 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: 94 Level Of Service: D

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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	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	235	175	115	240	240	95	115	1245	235	105	1300	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:	235	175	115	240	240	95	115	1245	235	105	1300	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:	235	175	115	240	240	95	115	1245	235	105	1300	210
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	175	115	240	240	95	115	1245	0	105	1300	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	175	115	240	240	95	115	1245	0	105	1300	210
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	175	115	240	240	95	115	1245	0	105	1300	210

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.15	0.85	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2450	1825	1425	1425	3063	1212	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.08	0.17	0.08	0.08	0.08	0.44	0.00	0.07	0.46	0.15
Crit Volume:	137	240	115	650								
Crit Moves:	***	***	***	***								

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

\*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda 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: 45 Level Of Service: A

\*\*\*\*\*

Street Name:	Alameda St				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:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	135	485	35	125	105	70	1000	5	235	1135	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:	5	135	485	35	125	105	70	1000	5	235	1135	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:	5	135	485	35	125	105	70	1000	5	235	1135	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:	5	135	485	35	125	105	70	1000	5	235	1135	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	135	485	35	125	105	70	1000	5	235	1135	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:	5	135	485	35	125	105	70	1000	5	235	1135	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2730	120

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.17	0.02	0.04	0.07	0.05	0.35	0.00	0.08	0.42	0.42
Crit Volume:	135	35	70	593								
Crit Moves:	***	***	***	***								

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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

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Street Name:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	240	45	145	390	45	60	0	60	40	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:	55	240	45	145	390	45	60	0	60	40	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:	55	240	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	240	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	240	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	240	0	145	390	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218			60			40		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 21 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	420	0	35	485	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	5	125	10	10	30	60	420	0	35	485	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	5	125	10	10	30	60	420	0	35	485	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	5	125	10	10	30	60	420	0	35	485	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	420	0	35	485	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	125	10	10	30	60	420	0	35	485	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:	1.00	0.04	0.96	1.00	0.25	0.75	0.25	1.75	0.00	0.12	1.75	0.13
Final Sat.:	1500	58	1442	1500	375	1125	375	2625	0	189	2622	189

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.18	0.19	0.18
Crit Volume:				130	10		60			278		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 28 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 60 30 5 5 95 170 225 440 70 15 520 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: 60 30 5 5 95 170 225 440 70 15 520 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: 60 30 5 5 95 170 225 440 70 15 520 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: 60 30 5 5 95 170 225 440 70 15 520 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 60 30 5 5 95 170 225 440 70 15 520 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: 60 30 5 5 95 170 225 440 70 15 520 15  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.61 1.20 0.19 0.05 1.90 0.05  
Final Sat.: 1500 1342 158 56 1444 1500 918 1796 286 82 2836 82  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.02 0.03 0.09 0.07 0.11 0.24 0.24 0.24 0.18 0.18 0.18  
Crit Volume: 60 170 225 275  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #17 Harry Bridges Blvd / Fries 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: 23 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 145 20 155 10 10 20 10 515 45 70 670 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: 145 20 155 10 10 20 10 515 45 70 670 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: 145 20 155 10 10 20 10 515 45 70 670 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: 145 20 155 10 10 20 10 515 45 70 670 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 20 155 10 10 20 10 515 45 70 670 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: 145 20 155 10 10 20 10 515 45 70 670 15  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.11 0.89 1.00 0.33 0.67 0.03 1.81 0.16 0.19 1.77 0.04  
Final Sat.: 1500 171 1329 1500 500 1000 53 2711 237 278 2662 60  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.12 0.12 0.01 0.02 0.02 0.19 0.19 0.19 0.25 0.25 0.25  
Crit Volume: 175 10 10 377  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

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Street Name:	Neptune Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	0	15	10	0	15	15	660	5	10	775	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	0	15	10	0	15	15	660	5	10	775	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	0	15	10	0	15	15	660	5	10	775	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	0	15	10	0	15	15	660	5	10	775	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	660	5	10	775	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:	0	0	15	10	0	15	15	660	5	10	775	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	1.00	1.00	0.40	0.00	0.60	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	600	0	900	66	2912	22	38	2925	38

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.23	0.23	0.23	0.26	0.27	0.26
Crit Volume:	15	10				15				398		
Crit Moves:	****	****				****				****		

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

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Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 35 Level Of Service: A

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Street Name:	King Ave				Harry Bridges Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	0	0	0	20	0	185	105	770	0	0	805	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	0	0	20	0	185	105	770	0	0	805	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	0	0	20	0	185	105	770	0	0	805	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	0	0	20	0	185	105	770	0	0	805	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	185	105	770	0	0	805	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	185	105	770	0	0	805	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	234	966	1200	1200	2400	0	1200	2314	86

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.09	0.32	0.00	0.00	0.35	0.35
Crit Volume:	0					185	105			418		
Crit Moves:				****		****	****			****		

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 38 Level Of Service: B

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Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	0	0	10	375	0	570	90	445	0	5	555	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:	0	0	10	375	0	570	90	445	0	5	555	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:	0	0	10	375	0	570	90	445	0	5	555	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	375	0	0	90	445	0	5	555	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	375	0	0	90	445	0	5	555	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	375	0	0	90	445	0	5	555	455

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.25	0.00	0.00	0.06	0.15	0.00	0.00	0.19	0.30
Crit Volume:	10	375					90					455
Crit Moves:	****	****					****					****

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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

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Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	180	0	135	250	1405	0	0	1255	240
Growth Adj:	1.00	1.00	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	180	0	135	250	1405	0	0	1255	240
Added Vol:	0	0	0	0	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	180	0	135	250	1405	0	0	1255	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	180	0	135	250	1405	0	0	1255	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	180	0	135	250	1405	0	0	1255	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	180	0	135	250	1405	0	0	1255	240

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	2.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3589	686

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.09	0.18	0.49	0.00	0.00	0.35	0.35
Crit Volume:	0			180			250				498	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
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Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*  
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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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 Ignore WideBypass Ignore  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 205 0 0 50 0 1825 40 0 1600 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 0 205 0 0 50 0 1825 40 0 1600 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 0 205 0 0 50 0 1825 40 0 1600 170  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1825 40 0 1600 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1825 40 0 1600 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 0 1825 40 0 1600 0  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.94 0.06 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3523 77 0 3600 0  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.52 0.00 0.44 0.00  
Crit Volume: 0 0 622 0  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: C  
\*\*\*\*\*  
Street Name: Santa Fe Ave Pacific Coast Hwy  
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: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 15 410 120 5 395 80 155 1460 30 0 1350 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: 15 410 120 5 395 80 155 1460 30 0 1350 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: 15 410 120 5 395 80 155 1460 30 0 1350 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: 15 410 120 5 395 80 155 1460 30 0 1350 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 410 120 5 395 80 155 1460 30 0 1350 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: 15 410 120 5 395 80 155 1460 30 0 1350 135  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.08 0.00 0.12 0.05 0.10 0.46 0.02 0.00 0.42 0.08  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 35 35 300 230 55 50 15 1545 25 110 1515 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: 35 35 300 230 55 50 15 1545 25 110 1515 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: 35 35 300 230 55 50 15 1545 25 110 1515 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: 35 35 300 230 55 50 15 1545 25 110 1515 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 35 300 230 55 50 15 1545 25 110 1515 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: 35 35 300 230 55 50 15 1545 25 110 1515 190

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.50 0.50 1.00 0.81 0.19 1.00 1.00 2.95 0.05 1.00 2.67 0.33
Final Sat.: 800 800 1600 1291 309 1600 1600 4724 76 1600 4265 535

Capacity Analysis Module:

Vol/Sat: 0.02 0.04 0.19 0.14 0.18 0.03 0.01 0.33 0.33 0.07 0.36 0.36
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 0 30 25 120 85 125 230 745 25 80 635 485
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 30 25 120 85 125 230 745 25 80 635 485
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 30 25 120 85 125 230 745 25 80 635 485
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 30 25 120 85 125 230 745 25 80 635 485
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 30 25 120 85 125 230 745 25 80 635 485
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 30 25 120 85 125 230 745 25 80 635 485
OvlAdjVol: 360

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.00 1.09 0.91 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1745 1455 1873 1327 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.02 0.06 0.06 0.08 0.14 0.23 0.02 0.05 0.20 0.30
OvlAdjV/S: 0.22
Crit Moves: \*\*\*\* \*\*

## 2046 Without Project PM Peak Hour

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Scenario: Scenario Report  
 2046 WO Project PM Peak

Command: 2046 WO Project PM Peak  
 Volume: 2046 WO Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 2	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.378	A xxxxx	0.378	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.745	C xxxxx	0.745	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.931	E xxxxx	0.931	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.840	D xxxxx	0.840	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.658	B xxxxx	0.658	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.973	E xxxxx	0.973	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.868	D xxxxx	0.868	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	E xxxxx	0.907	E xxxxx	0.907	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.749	C xxxxx	0.749	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.547	A xxxxx	0.547	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.985	E xxxxx	0.985	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.932	E xxxxx	0.932	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.637	B xxxxx	0.637	+ 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  
 \*\*\*\*\*

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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 545 0	0 215 710	0 0 0	0 20 250 355
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:	5 545 0	0 215 710	0 0 0	0 20 250 355
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:	5 545 0	0 215 710	0 0 0	0 20 250 355
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:	5 545 0	0 215 710	0 0 0	0 20 250 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	5 545 0	0 215 710	0 0 0	0 20 250 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 545 0	0 215 710	0 0 0	0 20 250 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 0.07 0.25	0.00 0.00 0.00	0.01 0.08 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
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
Approach: North Bound 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 0 235 0 0 550 350 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 0 0 235 0 0 550 350 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 0 0 235 0 0 550 350 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 0 0 235 0 0 550 350 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 235 0 0 550 350 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 0 0 235 0 0 550 350 0 0 0 0
Saturation Flow Module:
Sat/Lane: 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 0.07 0.00 0.00 0.19 0.11 0.00 0.00 0.00 0.00
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 395 0 0 0 270 165 0 0 0 0 495 280
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: 0 395 0 0 0 270 165 0 0 0 0 495 280
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: 0 395 0 0 0 270 165 0 0 0 0 495 280
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: 0 395 0 0 0 270 165 0 0 0 0 495 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 395 0 0 0 270 165 0 0 0 0 495 280
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: 0 395 0 0 0 270 165 0 0 0 0 495 280
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 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.12 0.00 0.00 0.08 0.10 0.00 0.00 0.00 0.00 0.00 0.15 0.10
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
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
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy 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: 140 Level Of Service: D
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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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:	Ferry St / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0

Volume Module:

Base Vol:	0 545 285	0 305 0	0 0 0 0	250 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:	0 545 285	0 305 0	0 0 0 0	250 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:	0 545 285	0 305 0	0 0 0 0	250 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:	0 545 285	0 305 0	0 0 0 0	250 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 545 285	0 305 0	0 0 0 0	250 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:	0 545 285	0 305 0	0 0 0 0	250 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 0	2850 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.38 0.20	0.00 0.11 0.00	0.00 0.00 0.00	0.09 0.00 0.00
Crit Volume:	545	0	0	125
Crit Moves:	****	****	****	****

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

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:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0

Volume Module:

Base Vol:	145 15 185	60 5 10	40 225 230	390 335 190
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:	145 15 185	60 5 10	40 225 230	390 335 190
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:	145 15 185	60 5 10	40 225 230	390 335 190
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:	145 15 185	60 5 10	40 225 0	390 335 190
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	145 15 185	60 5 10	40 225 0	390 335 190
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:	145 15 185	60 5 10	40 225 0	390 335 190

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 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 1.00 1.00	0.30 1.70 1.00	0.85 0.73 0.42
Final Sat.:	2880 1600 1600	1600 1600 1600	483 2717 1600	1364 1172 664

Capacity Analysis Module:

Vol/Sat:	0.05 0.01 0.12	0.04 0.00 0.01	0.08 0.08 0.00	0.29 0.29 0.29
Crit Volume:	****	****	****	****

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 55 55 125 190 40 135 30 1560 30 50 1580 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: 55 55 125 190 40 135 30 1560 30 50 1580 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: 55 55 125 190 40 135 30 1560 30 50 1580 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: 55 55 125 190 40 135 30 1560 30 50 1580 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 55 125 190 40 135 30 1560 30 50 1580 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: 55 55 125 190 40 135 30 1560 30 50 1580 205

Saturation Flow Module:

Sat/Lane: 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: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 489 1111 833 175 592 1600 4709 91 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.33 0.33 0.03 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 #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 280 110 505 265 155 85 1525 10 45 1310 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: 25 280 110 505 265 155 85 1525 10 45 1310 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: 25 280 110 505 265 155 85 1525 10 45 1310 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: 25 280 110 505 265 155 85 1525 10 45 1310 435
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 280 110 505 265 155 85 1525 10 45 1310 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: 25 280 110 505 265 155 85 1525 10 45 1310 435

Saturation Flow Module:

Sat/Lane: 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4769 31 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.32 0.08 0.10 0.05 0.32 0.32 0.03 0.27 0.27
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 355 240 35 205 215 25 50 1440 465 25 1280 225
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 355 240 35 205 215 25 50 1440 465 25 1280 225
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 355 240 35 205 215 25 50 1440 465 25 1280 225
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 355 240 0 205 215 0 50 1440 465 25 1280 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 355 240 0 205 215 0 50 1440 465 25 1280 225
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 355 240 0 205 215 0 50 1440 465 25 1280 225

Saturation Flow Module:
Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3628 1172 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.22 0.08 0.00 0.13 0.07 0.00 0.03 0.40 0.40 0.02 0.40 0.14
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut 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: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
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 3 0 0 1

Volume Module:
Base Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80
Growth Adj: 1.00 1.00 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 60 0 375 210 1830 0 0 1690 80
Added Vol: 0 0 0 0 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 60 0 375 210 1830 0 0 1690 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 60 0 375 210 1830 0 0 1690 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 60 0 375 210 1830 0 0 1690 80

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.15 0.43 0.00 0.00 0.40 0.06
Crit Volume: 0 375 0 563
Crit Moves: \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973  
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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	320	345	200	225	175	55	115	1710	265	85	1615	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:	320	345	200	225	175	55	115	1710	265	85	1615	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:	320	345	200	225	175	55	115	1710	265	85	1615	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:	320	345	200	225	175	55	115	1710	0	85	1615	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	345	200	225	175	55	115	1710	0	85	1615	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:	320	345	200	225	175	55	115	1710	0	85	1615	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:	1.44	1.56	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2057	2218	1425	1425	3253	1022	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.14	0.16	0.05	0.05	0.08	0.60	0.00	0.06	0.57	0.10
Crit Volume:	222	225		855	85							
Crit Moves:	***	***		***	***		***	***		***	***	***

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 141 Level Of Service: D

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	25	305	790	25	460	205	125	1250	20	400	1530	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:	25	305	790	25	460	205	125	1250	20	400	1530	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:	25	305	790	25	460	205	125	1250	20	400	1530	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:	25	305	790	25	460	205	125	1250	20	400	1530	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	305	790	25	460	205	125	1250	20	400	1530	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	305	790	25	460	205	125	1250	20	400	1530	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.02	0.21	0.28	0.02	0.16	0.14	0.09	0.44	0.01	0.14	0.55	0.55
Crit Volume:	305	25		125	783							
Crit Moves:	***	***		***	***		***	***		***	***	***

\*\*\*\*\*

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Level of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
 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 0 1  
 -----  
 Volume Module:  
 Base Vol: 85 350 85 105 340 35 70 0 10 110 0 305  
 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: 85 350 85 105 340 35 70 0 10 110 0 305  
 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: 85 350 85 105 340 35 70 0 10 110 0 305  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 85 350 0 105 340 35 70 0 10 110 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 85 350 0 105 340 35 70 0 10 110 0 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 85 350 0 105 340 35 70 0 10 110 0 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
 Final Sat.: 1375 2750 1375 2750 2493 257 1375 0 1375 1375 0 1375  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.13 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.08 0.00 0.00  
 Crit Volume: 85 188 70 110  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*  
 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: 31 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Broad Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 10 5 210 90 5 200 145 580 0 65 540 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: 10 5 210 90 5 200 145 580 0 65 540 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: 10 5 210 90 5 200 145 580 0 65 540 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: 10 5 210 90 5 200 145 580 0 65 540 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 5 210 90 5 200 145 580 0 65 540 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: 10 5 210 90 5 200 145 580 0 65 540 95  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27  
 Final Sat.: 1500 35 1465 1500 37 1463 600 2400 0 279 2314 407  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23  
 Crit Volume: 215 90 145 350  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.793  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 70 Level Of Service: C  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 90 80 5 10 110 255 455 660 35 50 710 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: 90 80 5 10 110 255 455 660 35 50 710 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: 90 80 5 10 110 255 455 660 35 50 710 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 90 80 5 10 110 255 455 660 35 50 710 20  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 90 80 5 10 110 255 455 660 35 50 710 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 90 80 5 10 110 255 455 660 35 50 710 20  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.94 0.06 0.05 0.95 1.00 0.79 1.15 0.06 0.13 1.82 0.05  
Final Sat.: 1500 1414 86 80 1420 1500 1187 1722 91 192 2731 77  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.06 0.06 0.06 0.13 0.08 0.17 0.38 0.38 0.38 0.26 0.26 0.26  
Crit Volume: 90 255 455 390  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 175 25 135 10 5 25 15 965 25 30 960 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  
Initial Bse: 175 25 135 10 5 25 15 965 25 30 960 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: 175 25 135 10 5 25 15 965 25 30 960 35  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 175 25 135 10 5 25 15 965 25 30 960 35  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 175 25 135 10 5 25 15 965 25 30 960 35  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 175 25 135 10 5 25 15 965 25 30 960 35  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.16 0.84 1.00 0.17 0.83 0.03 1.92 0.05 0.06 1.87 0.07  
Final Sat.: 1500 234 1266 1500 250 1250 45 2881 75 88 2810 102  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.12 0.11 0.11 0.01 0.02 0.02 0.33 0.34 0.33 0.34 0.34 0.34  
Crit Volume: 175 30 503 30  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*



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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	60	0	45	10	5	30	20	935	30	15	1195	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:	60	0	45	10	5	30	20	935	30	15	1195	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:	60	0	45	10	5	30	20	935	30	15	1195	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:	60	0	45	10	5	30	20	935	30	15	1195	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	45	10	5	30	20	935	30	15	1195	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:	60	0	45	10	5	30	20	935	30	15	1195	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	0.22	0.11	0.67	0.04	1.90	0.06	0.02	1.96	0.02
Final Sat.:	1500	214	1286	333	167	1000	61	2848	91	37	2927	37

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.03	0.03	0.03	0.03	0.33	0.33	0.33	0.41	0.41	0.41
Crit Volume:	60			45	20					613		
Crit Moves:	****			****	****					****		

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 141 Level Of Service: D

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	0 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	80	0	220	200	895	0	0	1000	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:	0	0	0	80	0	220	200	895	0	0	1000	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:	0	0	0	80	0	220	200	895	0	0	1000	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:	0	0	0	80	0	220	200	895	0	0	1000	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	220	200	895	0	0	1000	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:	0	0	0	80	0	220	200	895	0	0	1000	315

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.53	0.47	1.00	1.00	2.00	0.00	1.00	1.52	0.48
Final Sat.:	0	1200	0	640	560	1200	1200	2400	0	1200	1825	575

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.18	0.17	0.37	0.00	0.00	0.55	0.55
Crit Volume:	0			220	200					658		
Crit Moves:				****	****					****		

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.907  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 154 Level Of Service: E

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	5	595	0	690	115	625	0	5	1290	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	595	0	690	115	625	0	5	1290	605
Added Vol:	0	0	0	0	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	5	595	0	690	115	625	0	5	1290	605
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	595	0	0	115	625	0	5	1290	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	595	0	0	115	625	0	5	1290	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	595	0	0	115	625	0	5	1290	605

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	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.40	0.00	0.00	0.08	0.21	0.00	0.00	0.43	0.40
Crit Volume:	5	595					115	645			645	
Crit Moves:	****	****					****	****			****	

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	0	1				

Volume Module:

Base Vol:	0	0	0	300	0	240	235	1535	0	0	1325	245
Growth Adj:	1.00	1.00	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	300	0	240	235	1535	0	0	1325	245
Added Vol:	0	0	0	0	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	300	0	240	235	1535	0	0	1325	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	300	0	240	235	1535	0	0	1325	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	300	0	240	235	1535	0	0	1325	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	300	0	240	235	1535	0	0	1325	245

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	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	3608	667

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.17	0.16	0.54	0.00	0.00	0.37	0.37
Crit Volume:	0			300			768		0			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 175 0 0 55 0 1920 50 0 1660 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 0 175 0 0 55 0 1920 50 0 1660 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 0 175 0 0 55 0 1920 50 0 1660 195  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1920 50 0 1660 0  
 Reduct Vol: 0 0 0 0 0 0 0 1920 50 0 1660 0  
 Reduced Vol: 0 0 0 0 0 0 0 1920 50 0 1660 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1920 50 0 1660 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.92 0.08 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3509 91 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.55 0.55 0.00 0.46 0.00  
 Crit Volume: 0 0 657 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.985  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 165 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 580 120 10 425 125 210 1775 15 165 1320 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  
 Initial Bse: 5 580 120 10 425 125 210 1775 15 165 1320 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: 5 580 120 10 425 125 210 1775 15 165 1320 110  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 580 120 10 425 125 210 1775 15 165 1320 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 580 120 10 425 125 210 1775 15 165 1320 110  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 580 120 10 425 125 210 1775 15 165 1320 110  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.18 0.08 0.01 0.13 0.08 0.13 0.55 0.01 0.10 0.41 0.07  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
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 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.932  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 170 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 35 75 305 325 115 35 30 2015 25 75 1425 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: 35 75 305 325 115 35 30 2015 25 75 1425 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: 35 75 305 325 115 35 30 2015 25 75 1425 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 35 75 305 325 115 35 30 2015 25 75 1425 265  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 75 305 325 115 35 30 2015 25 75 1425 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 35 75 305 325 115 35 30 2015 25 75 1425 265

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.53 0.47  
 Final Sat.: 509 1091 1600 1182 418 1600 1600 4741 59 1600 4047 753

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.43 0.42 0.05 0.35 0.35  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 47 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 30 30 120 15 145 200 1035 0 5 900 460  
 Growth Adj: 1.00 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 30 30 120 15 145 200 1035 0 5 900 460  
 Added Vol: 0 0 0 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 30 30 120 15 145 200 1035 0 5 900 460  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 30 30 120 15 145 200 1035 0 5 900 460  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 30 30 120 15 145 200 1035 0 5 900 460  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 30 30 120 15 145 200 1035 0 5 900 460  
 OvlAdjVol: 315

Saturation Flow Module:  
 Sat/Lane: 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 0.93 0.92 1.78 0.22 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 246 1477 1477 2844 356 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.09 0.13 0.32 0.00 0.00 0.28 0.29  
 OvlAdjV/S: 0.20  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

# 2046 Plus Project AM Peak Hour

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 Port of Los Angeles  
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 Year 2046 AM Peak - Proposed Project  
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Scenario: 2046 Project AM Peak  
 Scenario Report  
 Command: 2046 Project AM Peak  
 Volume: 2046 Project AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 2	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.990	E xxxxx	0.990	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.878	D xxxxx	0.878	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.794	C xxxxx	0.794	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.823	D xxxxx	0.823	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.897	D xxxxx	0.897	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.809	D xxxxx	0.809	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.637	B xxxxx	0.637	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.420	A xxxxx	0.420	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.694	B xxxxx	0.694	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C

Port of Los Angeles  
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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  
 \*\*\*\*\*

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:	Terminal Island Fwy				Ocean Blvd			
	North Bound		South Bound		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
Lanes:	1	0 2	0 0	2 0 2	0 0	0 0 0	0	1 0 2 0 1

Volume Module:

Base Vol:	5	605	0	0	480	935	0	0	0	15	485	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:	5	605	0	0	480	935	0	0	0	15	485	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:	5	605	0	0	480	935	0	0	0	15	485	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	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	480	935	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	480	935	0	0	0	15	485	0
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	480	935	0	0	0	15	485	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	0.15	0.32	0.00	0.00	0.00	0.01	0.15	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
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
Approach: North Bound 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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
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
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      375 0 0      275 525 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
Initial Bse:    0 0 0 0      375 0 0      275 525 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 0 0 0      375 0 0      275 525 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      375 0 0      275 525 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      375 0 0      275 525 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      375 0 0      275 525 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.16 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.990
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      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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      755 0 785 0 0 0      0 3100 280 0 2350 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
Initial Bse:    755 0 785 0 0 0      0 3100 280 0 2350 95
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:   755 0 785 0 0 0      0 3100 280 0 2350 95
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    755 0 0 0 0 0      0 3100 280 0 2350 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:   755 0 0 0 0 0      0 3100 280 0 2350 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   755 0 0 0 0 0      0 3100 280 0 2350 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.20 0.00 0.55 0.00
Crit Volume:   378          0          1033          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 435 280 0 440 0 0 0 0 0 540 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
Initial Bse: 0 435 280 0 440 0 0 0 0 0 540 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: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 280 0 440 0 0 0 0 0 540 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 280 0 440 0 0 0 0 0 540 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: 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 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 130 0 440 155 0 5 10 345 5 265 240 185
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: 130 0 440 155 0 5 10 345 5 265 240 185
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: 130 0 440 155 0 5 10 345 5 265 240 185
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: 130 0 440 155 0 5 10 345 0 265 240 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 0 440 155 0 5 10 345 0 265 240 185
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: 130 0 440 155 0 5 10 345 0 265 240 185

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.06 1.94 1.00 0.77 0.69 0.54
Final Sat.: 2880 1600 1600 1600 1600 1600 90 3110 1600 1229 1113 858

Capacity Analysis Module:

Vol/Sat: 0.05 0.00 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 145 120 130 90 70 105 40 970 30 50 1885 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: 145 120 130 90 70 105 40 970 30 50 1885 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: 145 120 130 90 70 105 40 970 30 50 1885 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: 145 120 130 90 70 105 40 970 30 50 1885 275  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 145 120 130 90 70 105 40 970 30 50 1885 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: 145 120 130 90 70 105 40 970 30 50 1885 275

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.91 0.09 1.00 3.00 1.00  
 Final Sat.: 1600 768 832 543 423 634 1600 4656 144 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.21 0.21 0.03 0.39 0.17  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 87 Level Of Service: D

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 25 300 50 320 300 110 35 1175 255 75 1570 495  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 25 300 50 320 300 110 35 1175 255 75 1570 495  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 25 300 50 320 300 110 35 1175 255 75 1570 495  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 25 300 50 320 300 110 35 1175 255 75 1570 495  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 25 300 50 320 300 110 35 1175 255 75 1570 495  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 25 300 50 320 300 110 35 1175 255 75 1570 495

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.47 0.53 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3944 856 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.09 0.03 0.20 0.09 0.07 0.02 0.30 0.30 0.05 0.33 0.31  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.897  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 102 Level Of Service: D  
\*\*\*\*\*  
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
Rights: Ignore Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 270 135 20 470 190 110 150 970 225 55 1110 525  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 270 135 20 470 190 110 150 970 225 55 1110 525  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 270 135 20 470 190 110 150 970 225 55 1110 525  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 270 135 0 470 190 0 150 970 225 55 1110 525  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 270 135 0 470 190 0 150 970 225 55 1110 525  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 270 135 0 470 190 0 150 970 225 55 1110 525  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3896 904 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.17 0.04 0.00 0.29 0.06 0.00 0.09 0.25 0.25 0.03 0.35 0.33  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*  
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: Farragut 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: Protected Protected Protected Protected  
Rights: Include Ovl Include Ovl  
Min. Green: 0 0 0 0 0 0 0 0  
Lanes: 0 0 0 0 1 1 0 0 0 1 1 0 3 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 0 20 0 195 210 1335 0 0 1525 55  
Growth Adj: 1.00 1.00 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 20 0 195 210 1335 0 0 1525 55  
Added Vol: 0 0 0 0 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 20 0 195 210 1335 0 0 1525 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 20 0 195 210 1335 0 0 1525 55  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 20 0 195 210 1335 0 0 1525 55  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 20 0 195 210 1335 0 0 1525 55  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 3.00 0.00 0.00 3.00 1.00  
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.14 0.15 0.31 0.00 0.00 0.36 0.04  
Crit Volume: 0 20 210 508  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford 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: 98 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	280	255	75	165	200	55	10	1390	350	45	1600	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:	280	255	75	165	200	55	10	1390	350	45	1600	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:	280	255	75	165	200	55	10	1390	350	45	1600	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:	280	255	75	165	200	55	10	1390	0	45	1600	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	255	75	165	200	55	10	1390	0	45	1600	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:	280	255	75	165	200	55	10	1390	0	45	1600	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:	1.57	1.43	1.00	1.00	2.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2237	2038	1425	1425	3353	922	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.05	0.12	0.06	0.06	0.01	0.49	0.00	0.03	0.56	0.08
Crit Volume:	178	165	10	800								
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 56 Level Of Service: B

\*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2

Volume Module:

Base Vol:	25	175	815	20	190	115	120	955	25	545	1220	55
Growth Adj:	1.00	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	175	815	20	190	115	120	955	25	545	1220	55
Added Vol:	0	0	0	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	175	815	20	190	115	120	955	25	545	1220	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	175	815	20	190	115	120	955	25	545	1220	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	175	815	20	190	115	120	955	25	545	1220	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	175	815	20	190	115	120	955	25	545	1220	55

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2727	123

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.29	0.01	0.07	0.08	0.08	0.34	0.02	0.19	0.45	0.45
Crit Volume:	175	20	120	637								
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

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: Henry Ford Ave-SR 103 Ramp 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 Ignore
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 0 1

Volume Module:

Base Vol: 155 495 160 120 465 20 80 5 205 130 5 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 155 495 160 120 465 20 80 5 205 130 5 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 495 160 120 465 20 80 5 205 130 5 80
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 155 495 0 120 465 20 80 5 205 130 5 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 495 0 120 465 20 80 5 205 130 5 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 155 495 0 120 465 20 80 5 205 130 5 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.92 0.08 1.00 0.02 0.98 0.96 0.04 1.00
Final Sat.: 1375 2750 1375 2750 2637 113 1375 33 1342 1324 51 1375

Capacity Analysis Module:

Vol/Sat: 0.11 0.18 0.00 0.04 0.18 0.18 0.06 0.15 0.15 0.10 0.10 0.00
Crit Volume: 155 243 210 135
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad 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: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 5 5 65 95 5 105 75 410 5 135 495 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: 5 5 65 95 5 105 75 410 5 135 495 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: 5 5 65 95 5 105 75 410 5 135 495 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 5 65 95 5 105 75 410 5 135 495 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 65 95 5 105 75 410 5 135 495 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 65 95 5 105 75 410 5 135 495 70

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.05 0.95 0.31 1.67 0.02 0.39 1.41 0.20
Final Sat.: 1500 107 1393 1500 68 1432 459 2510 31 579 2121 300

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.16 0.16 0.16 0.23 0.23 0.23
Crit Volume: 70 95 75 350
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 40 Level Of Service: B

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	25	10	25	140	265	350	405	130	25	550	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:	40	25	10	25	140	265	350	405	130	25	550	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:	40	25	10	25	140	265	350	405	130	25	550	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	405	130	25	550	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	405	130	25	550	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	405	130	25	550	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.79	0.92	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1186	1373	441	125	2750	125

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.29	0.29	0.29	0.20	0.20	0.20
Crit Volume:	40			265	350					300		
Crit Moves:	****			****	****					****		

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 25 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	120	15	95	25	15	10	10	755	45	80	705	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	15	95	25	15	10	10	755	45	80	705	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	15	95	25	15	10	10	755	45	80	705	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	15	95	25	15	10	10	755	45	80	705	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	15	95	25	15	10	10	755	45	80	705	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	15	95	25	15	10	10	755	45	80	705	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.87	0.11	0.20	1.76	0.04
Final Sat.:	1500	205	1295	1500	900	600	37	2796	167	300	2644	56

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.07	0.02	0.02	0.02	0.27	0.27	0.27	0.27	0.27	0.27
Crit Volume:	120			25	405	80						
Crit Moves:	****			****	****	****						

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.342  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

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Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	5	0	20	10	5	30	10	870	5	20	780	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:	5	0	20	10	5	30	10	870	5	20	780	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:	5	0	20	10	5	30	10	870	5	20	780	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:	5	0	20	10	5	30	10	870	5	20	780	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	30	10	870	5	20	780	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:	5	0	20	10	5	30	10	870	5	20	780	5

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:	0.40	0.60	1.00	0.22	0.11	0.67	0.02	1.97	0.01	0.05	1.94	0.01
Final Sat.:	600	900	1500	333	167	1000	34	2949	17	75	2907	19

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.03	0.29	0.30	0.30	0.27	0.27	0.27
Crit Volume:	5			45			443	20				
Crit Moves:	****			****			****	****				****

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

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Intersection #19 Harry Bridges Blvd / King Ave  
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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: 46 Level Of Service: B

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Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	70	0	305	85	890	0	0	840	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	0	0	70	0	305	85	890	0	0	840	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	0	0	70	0	305	85	890	0	0	840	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	0	0	70	0	305	85	890	0	0	840	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	305	85	890	0	0	840	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	305	85	890	0	0	840	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.37	0.63	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	448	752	1200	1200	2400	0	1200	2317	83

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.07	0.37	0.00	0.00	0.36	0.36
Crit Volume:	0			305	85						435	
Crit Moves:				****	****						****	****

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

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: 55 Level Of Service: C

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Street Name:	Figueroa St				Harry Bridges Blvd									
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		Ignore		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	350	0	575	165	730	0	0	600	590
Growth Adj:	1.00	1.00	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	350	0	575	165	730	0	0	600	590
Added Vol:	0	0	0	0	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	350	0	575	165	730	0	0	600	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	165	730	0	0	600	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	165	730	0	0	600	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	165	730	0	0	600	590

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.11	0.24	0.00	0.00	0.20	0.39
Crit Volume:	0			350			165			590		
Crit Moves:				***			***			***		

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 57 Level Of Service: A

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Street Name:	Alameda St Ramp				PCH									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected							
Rights:	Include		Include		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	0	0	210	0	235	205	1120	0	0	1065	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	210	0	235	205	1120	0	0	1065	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	210	0	235	205	1120	0	0	1065	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	210	0	235	205	1120	0	0	1065	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	235	205	1120	0	0	1065	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	210	0	235	205	1120	0	0	1065	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	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3672	603

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.16	0.14	0.39	0.00	0.00	0.29	0.29
Crit Volume:	0					235	205			413		
Crit Moves:						***	***			***		

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 450 0 0 0 0 1555 0 0 1540 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: 0 0 450 0 0 0 0 1555 0 0 1540 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: 0 0 450 0 0 0 0 1555 0 0 1540 410  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1555 0 0 1540 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1555 0 0 1540 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1555 0 0 1540 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.43 0.00 0.00 0.43 0.00  
 Crit Volume: 0 0 518 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.898  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 106 Level Of Service: D  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 140 315 95 15 445 115 115 1320 50 100 1470 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: 140 315 95 15 445 115 115 1320 50 100 1470 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: 140 315 95 15 445 115 115 1320 50 100 1470 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: 140 315 95 15 445 115 115 1320 50 100 1470 155  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 140 315 95 15 445 115 115 1320 50 100 1470 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: 140 315 95 15 445 115 115 1320 50 100 1470 155  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.10 0.06 0.01 0.14 0.07 0.07 0.41 0.03 0.06 0.46 0.10  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.694  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 61 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	50	30	125	225	85	40	15	1395	25	115	1795	120
Growth Adj:	1.00	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	30	125	225	85	40	15	1395	25	115	1795	120
Added Vol:	0	0	0	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	30	125	225	85	40	15	1395	25	115	1795	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	125	225	85	40	15	1395	25	115	1795	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	125	225	85	40	15	1395	25	115	1795	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	125	225	85	40	15	1395	25	115	1795	120

Saturation Flow Module:

Sat/Lane:	1600	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:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.95	0.05	1.00	2.81	0.19
Final Sat.:	1000	600	1600	1161	439	1600	1600	4715	85	1600	4499	301

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.08	0.14	0.19	0.03	0.01	0.30	0.30	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	5	25	10	70	110	110	140	755	10	50	780	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	10	70	110	110	140	755	10	50	780	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	10	70	110	110	140	755	10	50	780	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	10	70	110	110	140	755	10	50	780	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	70	110	110	140	755	10	50	780	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	10	70	110	110	140	755	10	50	780	295
OvlAdjVol:												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:	0.25	1.25	0.50	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.07	0.07	0.09	0.24	0.01	0.03	0.24	0.18
OvlAdjV/S:												0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

# 2046 Plus Project MD Peak Hour

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Scenario: Scenario Report  
 2046 Project MD Peak

Command: 2046 Project MD Peak  
 Volume: 2046 Project MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 2	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 4	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.692	B xxxxx	0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.838	D xxxxx	0.838	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.855	D xxxxx	0.855	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.769	C xxxxx	0.769	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.798	C xxxxx	0.798	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.820	D xxxxx	0.820	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.269	A xxxxx	0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.487	A xxxxx	0.487	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.395	A xxxxx	0.395	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.290	A xxxxx	0.290	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.511	A xxxxx	0.511	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.784	C xxxxx	0.784	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.497	A xxxxx	0.497	+ 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  
\*\*\*\*\*

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: Terminal Island Fwy 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	
Lanes:	1	0	2	0	0	0	2	0	1

Volume Module:

Base Vol:	0	530	0	0	300	775	0	0	0	15	370	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:	0	530	0	0	300	775	0	0	0	15	370	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:	0	530	0	0	300	775	0	0	0	15	370	145
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:	0	530	0	0	300	775	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	0	0	300	775	0	0	0	15	370	0
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:	0	530	0	0	300	775	0	0	0	15	370	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	0.09	0.27	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
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
Approach: North Bound 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

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Street Name: Pier S Ave 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 Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
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
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      320 0 0      210 815 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
Initial Bse:    0 0 0 0      320 0 0      210 815 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 0 0 0      320 0 0      210 815 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      320 0 0      210 815 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      320 0 0      210 815 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      320 0 0      210 815 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.25 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.692
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    60          Level Of Service:      B
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      665 0 460 0 0 0 0 0 1960 15 0 1720 115
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    665 0 460 0 0 0 0 0 1960 15 0 1720 115
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:   665 0 460 0 0 0 0 0 1960 15 0 1720 115
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    665 0 0 0 0 0 0 0 1960 15 0 1720 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   665 0 0 0 0 0 0 0 1960 15 0 1720 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   665 0 0 0 0 0 0 0 1960 15 0 1720 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 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.01 0.00 0.40 0.00
Crit Volume:   333          0          653          0
Crit Moves:    ****          ****          ****          ****
*****
    
```



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 0 555 440 0 460 0 0 0 0 0 505 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  
 Initial Bse: 0 555 440 0 460 0 0 0 0 0 505 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: 0 555 440 0 460 0 0 0 0 0 505 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 555 440 0 460 0 0 0 0 0 505 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 555 440 0 460 0 0 0 0 0 505 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 555 440 0 460 0 0 0 0 0 505 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: 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 0  
 -----|-----|-----|-----|  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.39 0.31 0.00 0.16 0.00 0.00 0.00 0.00 0.18 0.00 0.00  
 Crit Volume: 555 0 0 0 253  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 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: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0  
 -----|-----|-----|-----|  
 Volume Module:  
 Base Vol: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 0 305 250 345  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 85 5 270 170 5 5 10 315 0 305 250 345  
 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: 85 5 270 170 5 5 10 315 0 305 250 345  
 -----|-----|-----|-----|  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.06 1.94 1.00 0.68 0.55 0.77  
 Final Sat.: 2880 1600 1600 1600 1600 1600 98 3102 1600 1084 889 1227  
 -----|-----|-----|-----|  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.00 0.17 0.11 0.00 0.00 0.10 0.10 0.00 0.28 0.28 0.28  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 165 120 215 190 110 155 40 1470 50 50 1535 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 120 215 190 110 155 40 1470 50 50 1535 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 120 215 190 110 155 40 1470 50 50 1535 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 120 215 190 110 155 40 1470 50 50 1535 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 120 215 190 110 155 40 1470 50 50 1535 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 120 215 190 110 155 40 1470 50 50 1535 240

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 573 1027 668 387 545 1600 4642 158 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.32 0.32 0.03 0.32 0.15
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

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

Volume Module:

Base Vol: 25 270 70 230 245 155 85 1230 20 70 1475 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: 25 270 70 230 245 155 85 1230 20 70 1475 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: 25 270 70 230 245 155 85 1230 20 70 1475 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: 25 270 70 230 245 155 85 1230 20 70 1475 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 270 70 230 245 155 85 1230 20 70 1475 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: 25 270 70 230 245 155 85 1230 20 70 1475 305

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4723 77 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.04 0.14 0.08 0.10 0.05 0.26 0.26 0.04 0.31 0.19
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 71 Level Of Service: C

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 120 50 0 335 45 120 170 895 155 30 1110 480  
 Growth Adj: 1.00 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 0 335 45 120 170 895 155 30 1110 480  
 Added Vol: 0 0 0 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 0 335 45 120 170 895 155 30 1110 480  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 120 50 0 335 45 0 170 895 155 30 1110 480  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 120 50 0 335 45 0 170 895 155 30 1110 480  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 120 50 0 335 45 0 170 895 155 30 1110 480

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56 0.44 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4091 709 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.08 0.02 0.00 0.21 0.01 0.00 0.11 0.22 0.22 0.02 0.35 0.30  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut 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:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	3	0	1	0	0	1

Volume Module:  
 Base Vol: 0 0 0 20 0 240 200 1365 0 0 1220 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: 0 0 0 20 0 240 200 1365 0 0 1220 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: 0 0 0 20 0 240 200 1365 0 0 1220 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: 0 0 0 20 0 240 200 1365 0 0 1220 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 240 200 1365 0 0 1220 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: 0 0 0 20 0 240 200 1365 0 0 1220 50

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.17 0.14 0.32 0.00 0.00 0.29 0.04  
 Crit Volume: 0 240 0 407  
 Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford 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: 103 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	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	165	110	225	230	95	115	1340	235	100	1390	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:	235	165	110	225	230	95	115	1340	235	100	1390	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:	235	165	110	225	230	95	115	1340	235	100	1390	200
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	165	110	225	230	95	115	1340	0	100	1390	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	165	110	225	230	95	115	1340	0	100	1390	200
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	165	110	225	230	95	115	1340	0	100	1390	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:	1.76	1.24	1.00	1.00	2.12	0.88	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2512	1763	1425	1425	3025	1250	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.08	0.16	0.08	0.08	0.08	0.47	0.00	0.07	0.49	0.14
Crit Volume:	133			225			115			695		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

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: 44 Level Of Service: A

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:

Base Vol:	5	70	580	35	50	105	65	1005	5	330	1135	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:	5	70	580	35	50	105	65	1005	5	330	1135	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:	5	70	580	35	50	105	65	1005	5	330	1135	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:	5	70	580	35	50	105	65	1005	5	330	1135	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	70	580	35	50	105	65	1005	5	330	1135	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:	5	70	580	35	50	105	65	1005	5	330	1135	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2730	120

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.20	0.02	0.02	0.07	0.05	0.35	0.00	0.12	0.42	0.42
Crit Volume:			290	35			503		0			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	140	385	45	60	0	60	40	0	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:	55	235	45	140	385	45	60	0	60	40	0	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:	55	235	45	140	385	45	60	0	60	40	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	140	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	140	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	140	385	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215			60			40		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 21 Level Of Service: A

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Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	430	0	35	485	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	5	125	10	10	30	60	430	0	35	485	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	5	125	10	10	30	60	430	0	35	485	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	5	125	10	10	30	60	430	0	35	485	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	430	0	35	485	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	125	10	10	30	60	430	0	35	485	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:	1.00	0.04	0.96	1.00	0.25	0.75	0.24	1.76	0.00	0.12	1.75	0.13
Final Sat.:	1500	58	1442	1500	375	1125	367	2633	0	189	2622	189

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.18	0.19	0.18
Crit Volume:				130	10		60			278		
Crit Moves:	****			****			****			****		

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 28 Level Of Service: A

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Street Name:	Avalon Blvd				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	60	30	5	5	95	170	225	450	70	15	520	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:	60	30	5	5	95	170	225	450	70	15	520	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:	60	30	5	5	95	170	225	450	70	15	520	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:	60	30	5	5	95	170	225	450	70	15	520	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	5	5	95	170	225	450	70	15	520	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:	60	30	5	5	95	170	225	450	70	15	520	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.60	1.21	0.19	0.05	1.90	0.05
Final Sat.:	1500	1342	158	56	1444	1500	906	1812	282	82	2836	82

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.09	0.07	0.11	0.25	0.25	0.25	0.18	0.18	0.18
Crit Volume:	60					170	225					275
Crit Moves:	****					****	****					****

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
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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: 24 Level Of Service: A

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Street Name:	Fries Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	105	20	165	10	10	20	10	535	5	75	685	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:	105	20	165	10	10	20	10	535	5	75	685	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:	105	20	165	10	10	20	10	535	5	75	685	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:	105	20	165	10	10	20	10	535	5	75	685	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	20	165	10	10	20	10	535	5	75	685	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:	105	20	165	10	10	20	10	535	5	75	685	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.33	0.67	0.04	1.94	0.02	0.19	1.77	0.04
Final Sat.:	1500	162	1338	1500	500	1000	55	2918	27	290	2652	58

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.12	0.01	0.02	0.02	0.18	0.18	0.18	0.26	0.26	0.26
Crit Volume:	185			10			10					388
Crit Moves:	****			****			****					****

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

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Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.290  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 20 Level Of Service: A

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Street Name:	Neptune Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	0	0	15	10	0	15	15	665	5	10	770	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	0	15	10	0	15	15	665	5	10	770	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	0	15	10	0	15	15	665	5	10	770	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	0	15	10	0	15	15	665	5	10	770	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	665	5	10	770	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:	0	0	15	10	0	15	15	665	5	10	770	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	1.00	1.00	0.40	0.00	0.60	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	600	0	900	66	2912	22	38	2924	38

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.23	0.23	0.23	0.26	0.26	0.26
Crit Volume:	15	10				15				395		
Crit Moves:	****	****				****				****		

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
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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: 35 Level Of Service: A

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Street Name:	King Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	20	0	185	105	775	0	0	800	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	0	0	20	0	185	105	775	0	0	800	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	0	0	20	0	185	105	775	0	0	800	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	0	0	20	0	185	105	775	0	0	800	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	185	105	775	0	0	800	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	185	105	775	0	0	800	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	234	966	1200	1200	2400	0	1200	2313	87

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.09	0.32	0.00	0.00	0.35	0.35
Crit Volume:	0					185	105			415		
Crit Moves:				****	****	****	****	****		****		

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa 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: 33 Level Of Service: A

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Street Name:	Figueroa St		Harry Bridges Blvd	
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	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1

Volume Module:

Base Vol:	0	0	0	335	0	570	90	475	0	0	575	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:	0	0	0	335	0	570	90	475	0	0	575	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:	0	0	0	335	0	570	90	475	0	0	575	415
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	335	0	0	90	475	0	0	575	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	335	0	0	90	475	0	0	575	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	335	0	0	90	475	0	0	575	415

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.06	0.16	0.00	0.00	0.19	0.28
Crit Volume:	0	335	0	90	0	0	90	475	0	0	415	415
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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Intersection #21 PCH / Alameda St Ramp  
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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

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Street Name:	Alameda St Ramp		PCH	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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	135	250	1415	0	0	1265	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	135	250	1415	0	0	1265	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	135	250	1415	0	0	1265	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	135	250	1415	0	0	1265	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	135	250	1415	0	0	1265	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	135	250	1415	0	0	1265	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	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3679	596

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.09	0.18	0.50	0.00	0.00	0.34	0.34
Crit Volume:	0	150	0	250	0	0	250	1415	0	0	490	490
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 580 0 0 10 0 1830 10 0 1610 600  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 580 0 0 10 0 1830 10 0 1610 600  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 0 0 580 0 0 10 0 1830 10 0 1610 600  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1830 10 0 1610 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1830 10 0 1610 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1830 10 0 1610 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.98 0.02 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3580 20 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.51 0.51 0.00 0.45 0.00  
 Crit Volume: 0 0 613 0  
 Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.784  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 72 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 10 410 120 5 395 80 155 1390 30 0 1335 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: 10 410 120 5 395 80 155 1390 30 0 1335 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: 10 410 120 5 395 80 155 1390 30 0 1335 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: 10 410 120 5 395 80 155 1390 30 0 1335 135  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 410 120 5 395 80 155 1390 30 0 1335 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: 10 410 120 5 395 80 155 1390 30 0 1335 135  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.13 0.08 0.00 0.12 0.05 0.10 0.43 0.02 0.00 0.42 0.08  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles
SCIG
Year 2046 MD Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 35 35 300 230 55 50 15 1485 25 110 1500 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: 35 35 300 230 55 50 15 1485 25 110 1500 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: 35 35 300 230 55 50 15 1485 25 110 1500 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: 35 35 300 230 55 50 15 1485 25 110 1500 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 35 300 230 55 50 15 1485 25 110 1500 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: 35 35 300 230 55 50 15 1485 25 110 1500 190

Saturation Flow Module:

Sat/Lane: 1600 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: 0.50 0.50 1.00 0.81 0.19 1.00 1.00 2.95 0.05 1.00 2.66 0.34
Final Sat.: 800 800 1600 1291 309 1600 1600 4721 79 1600 4260 540

Capacity Analysis Module:

Vol/Sat: 0.02 0.04 0.19 0.14 0.18 0.03 0.01 0.31 0.31 0.07 0.35 0.35
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles
SCIG
Year 2046 MD Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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: Alameda St Ramp 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: 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 2 0 1

Volume Module:

Base Vol: 0 30 25 30 85 125 230 730 25 80 620 345
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 30 25 30 85 125 230 730 25 80 620 345
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 30 25 30 85 125 230 730 25 80 620 345
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 30 25 30 85 125 230 730 25 80 620 345
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 30 25 30 85 125 230 730 25 80 620 345
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 30 25 30 85 125 230 730 25 80 620 345
OvlAdjVol: 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: 0.00 1.09 0.91 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1745 1455 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.02 0.02 0.02 0.05 0.08 0.14 0.23 0.02 0.05 0.19 0.22
OvlAdjV/S: 0.14
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

# 2046 Plus Project PM Peak Hour

-----  
 Port of Los Angeles  
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Scenario: 2046 Project PM Peak  
 Scenario Report  
 Command: 2046 Project PM Peak  
 Volume: 2046 Project PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 2	A xxxxx	0.390	A xxxxx	0.390	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.678	B xxxxx	0.678	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.761	C xxxxx	0.761	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.947	E xxxxx	0.947	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.879	D xxxxx	0.879	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.988	E xxxxx	0.988	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.530	A xxxxx	0.530	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.896	D xxxxx	0.896	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.723	C xxxxx	0.723	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.945	E xxxxx	0.945	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.907	E xxxxx	0.907	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.623	B xxxxx	0.623	+ 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  
\*\*\*\*\*

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				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	605	0	0	230	745	0	0	0	20	250	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:	5	605	0	0	230	745	0	0	0	20	250	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:	5	605	0	0	230	745	0	0	0	20	250	375
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	230	745	0	0	0	20	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	230	745	0	0	0	20	250	0
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	230	745	0	0	0	20	250	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	0.07	0.26	0.00	0.00	0.00	0.01	0.08	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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.390
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:         L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:          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       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 0       250 0 0       610 350 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
Initial Bse:      0 0 0 0       250 0 0       610 350 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 0 0 0       250 0 0       610 350 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
PHF Adj:         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       250 0 0       610 350 0     0 0 0 0
Reduct Vol:      0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Reduced Vol:     0 0 0 0       250 0 0       610 350 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
MLF Adj:         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       250 0 0       610 350 0     0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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
Lanes:          0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 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 0.08 0.00 0.00 0.21 0.11 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.394
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave           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    Split Phase   Split Phase
Rights:           Include      Include      Include      Include
Min. Green:       0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Lanes:            0 0 2 0 0     0 0 2 0 1     0 0 0 0 0     0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
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:      0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
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:     0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
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:      0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
Reduct Vol:      0 0 0 0       0 0 0 0       0 0 0 0       0 0 0 0
Reduced Vol:     0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
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:     0 395 0 0       0 0 270 165 0 0 0 0 0 545 280
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        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 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:     0 3200 0 0       0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.12 0.00 0.00 0.08 0.10 0.00 0.00 0.00 0.00 0.17 0.10
Crit Moves:      ****          ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
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
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include        Include        Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 270 0 0 395 690 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
Initial Bse:     0 0 0 270 0 0 395 690 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 0 0 270 0 0 395 690 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 270 0 0 395 690 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 270 0 0 395 690 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 270 0 0 395 690 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.09 0.00 0.00 0.25 0.22 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
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:    138         Level Of Service:      D
*****
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:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         660 0 870 0 0 0 0 2710 305 0 2490 120
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     660 0 870 0 0 0 0 2710 305 0 2490 120
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:     660 0 870 0 0 0 0 2710 305 0 2490 120
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     660 0 0 0 0 0 0 2710 305 0 2490 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    660 0 0 0 0 0 0 2710 305 0 2490 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    660 0 0 0 0 0 0 2710 305 0 2490 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 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.63 0.21 0.00 0.58 0.00
Crit Volume:     330          0          903          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 545 275 0 295 0 0 0 0 0 250 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  
Initial Bse: 0 545 275 0 295 0 0 0 0 0 250 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: 0 545 275 0 295 0 0 0 0 0 250 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 545 275 0 295 0 0 0 0 0 250 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 545 275 0 295 0 0 0 0 0 250 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 545 275 0 295 0 0 0 0 0 250 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.38 0.19 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 545 0 0 0 125  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 62 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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	
Lanes:	2	0	1	0	1	0	1	0	1

Volume Module:  
Base Vol: 120 0 160 60 0 10 40 225 210 365 335 190  
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: 120 0 160 60 0 10 40 225 210 365 335 190  
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: 120 0 160 60 0 10 40 225 210 365 335 190  
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: 120 0 160 60 0 10 40 225 0 365 335 190  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 0 160 60 0 10 40 225 0 365 335 190  
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: 120 0 160 60 0 10 40 225 0 365 335 190

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.30 1.70 1.00 0.82 0.75 0.43  
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1312 1204 683

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.10 0.04 0.00 0.01 0.08 0.08 0.00 0.28 0.28 0.28  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 55 55 125 190 40 135 30 1635 30 50 1680 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: 55 55 125 190 40 135 30 1635 30 50 1680 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: 55 55 125 190 40 135 30 1635 30 50 1680 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: 55 55 125 190 40 135 30 1635 30 50 1680 205  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 55 55 125 190 40 135 30 1635 30 50 1680 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: 55 55 125 190 40 135 30 1635 30 50 1680 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: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.95 0.05 1.00 3.00 1.00  
 Final Sat.: 1600 489 1111 833 175 592 1600 4714 86 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.35 0.35 0.03 0.35 0.13  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 134 Level Of Service: E

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 15 280 110 505 265 155 85 1605 5 45 1420 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: 15 280 110 505 265 155 85 1605 5 45 1420 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: 15 280 110 505 265 155 85 1605 5 45 1420 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: 15 280 110 505 265 155 85 1605 5 45 1420 430  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 15 280 110 505 265 155 85 1605 5 45 1420 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: 15 280 110 505 265 155 85 1605 5 45 1420 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4785 15 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.09 0.07 0.32 0.08 0.10 0.05 0.34 0.34 0.03 0.30 0.27  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 95 Level Of Service: D

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 355 215 35 285 195 85 125 1430 465 25 1275 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: 355 215 35 285 195 85 125 1430 465 25 1275 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: 355 215 35 285 195 85 125 1430 465 25 1275 325  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 355 215 0 285 195 0 125 1430 465 25 1275 325  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 355 215 0 285 195 0 125 1430 465 25 1275 325  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 355 215 0 285 195 0 125 1430 465 25 1275 325

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.26 0.74 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3622 1178 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.22 0.07 0.00 0.18 0.06 0.00 0.08 0.39 0.39 0.02 0.40 0.20  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: B

Street Name: Farragut 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:	Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	3	0	1

Volume Module:  
Base Vol: 0 0 0 60 0 370 205 1895 0 0 1745 80  
Growth Adj: 1.00 1.00 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 60 0 370 205 1895 0 0 1745 80  
Added Vol: 0 0 0 0 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 60 0 370 205 1895 0 0 1745 80  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 60 0 370 205 1895 0 0 1745 80  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 60 0 370 205 1895 0 0 1745 80  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 60 0 370 205 1895 0 0 1745 80

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

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.14 0.44 0.00 0.00 0.41 0.06  
Crit Volume: 0 370 0 582  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988  
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	East Bound	West Bound
Movement:	L - T - R	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	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:	320	340	195	220	170	55	100	1775	265	80	1670	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:	320	340	195	220	170	55	100	1775	265	80	1670	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:	320	340	195	220	170	55	100	1775	265	80	1670	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:	320	340	195	220	170	55	100	1775	0	80	1670	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	340	195	220	170	55	100	1775	0	80	1670	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:	320	340	195	220	170	55	100	1775	0	80	1670	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:	1.45	1.55	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2073	2202	1425	1425	3230	1045	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.14	0.15	0.05	0.05	0.07	0.62	0.00	0.06	0.59	0.09
Crit Volume:	220			220			888			80		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 107 Level Of Service: D

\*\*\*\*\*

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	25	250	850	25	410	175	120	1245	20	450	1530	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:	25	250	850	25	410	175	120	1245	20	450	1530	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:	25	250	850	25	410	175	120	1245	20	450	1530	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:	25	250	850	25	410	175	120	1245	20	450	1530	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	250	850	25	410	175	120	1245	20	450	1530	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	250	850	25	410	175	120	1245	20	450	1530	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.30	0.02	0.14	0.12	0.08	0.44	0.01	0.16	0.55	0.55
Crit Volume:	250			25			120			783		
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:  
Base Vol: 85 345 85 100 335 35 70 0 10 110 0 300  
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: 85 345 85 100 335 35 70 0 10 110 0 300  
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: 85 345 85 100 335 35 70 0 10 110 0 300  
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: 85 345 0 100 335 35 70 0 10 110 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 345 0 100 335 35 70 0 10 110 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 85 345 0 100 335 35 70 0 10 110 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00  
Crit Volume: 85 185 70 110  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 31 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
Base Vol: 10 5 210 90 5 200 145 575 0 65 530 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: 10 5 210 90 5 200 145 575 0 65 530 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: 10 5 210 90 5 200 145 575 0 65 530 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: 10 5 210 90 5 200 145 575 0 65 530 95  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 5 210 90 5 200 145 575 0 65 530 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: 10 5 210 90 5 200 145 575 0 65 530 95

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27  
Final Sat.: 1500 35 1465 1500 37 1463 604 2396 0 283 2304 413

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23  
Crit Volume: 215 90 145 345  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 69 Level Of Service: C

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	90	80	5	10	110	255	455	655	35	50	705	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:	90	80	5	10	110	255	455	655	35	50	705	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:	90	80	5	10	110	255	455	655	35	50	705	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:	90	80	5	10	110	255	455	655	35	50	705	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	655	35	50	705	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:	90	80	5	10	110	255	455	655	35	50	705	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:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1192	1716	92	194	2729	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.38	0.38	0.38	0.26	0.26	0.26
Crit Volume:	90					255	455					388
Crit Moves:	****					****	****					****

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

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 28 Level Of Service: A

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Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	150	25	140	10	5	25	15	975	5	40	965	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:	150	25	140	10	5	25	15	975	5	40	965	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:	150	25	140	10	5	25	15	975	5	40	965	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:	150	25	140	10	5	25	15	975	5	40	965	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	140	10	5	25	15	975	5	40	965	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	140	10	5	25	15	975	5	40	965	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:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.96	0.01	0.08	1.85	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2940	15	115	2784	101

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.01	0.02	0.02	0.33	0.33	0.33	0.35	0.35	0.35
Crit Volume:	150					30	498			40		
Crit Moves:	****					****	****			****		****

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 28 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 15

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.14 0.86 0.22 0.11 0.67 0.04 1.90 0.06 0.02 1.96 0.02  
Final Sat.: 1500 214 1286 333 167 1000 61 2848 91 37 2926 37

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.03 0.03 0.03 0.03 0.33 0.33 0.33 0.41 0.41 0.41  
Crit Volume: 60 45 20 610  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 138 Level Of Service: D

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 80 0 220 200 895 0 0 995 315  
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: 0 0 0 80 0 220 200 895 0 0 995 315  
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: 0 0 0 80 0 220 200 895 0 0 995 315  
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: 0 0 0 80 0 220 200 895 0 0 995 315  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 80 0 220 200 895 0 0 995 315  
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: 0 0 0 80 0 220 200 895 0 0 995 315

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.53 0.47 1.00 1.00 2.00 0.00 1.00 1.52 0.48  
Final Sat.: 0 1200 0 640 560 1200 1200 2400 0 1200 1823 577

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.17 0.37 0.00 0.00 0.55 0.55  
Crit Volume: 0 220 200 655  
Crit Moves: \*\*\*\* \*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 135 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd  
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		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:  
Base Vol: 0 0 0 575 0 690 115 640 0 0 1300 580  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 0 575 0 690 115 640 0 0 1300 580  
Added Vol: 0 0 0 0 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 0 575 0 690 115 640 0 0 1300 580  
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 0 0 575 0 0 115 640 0 0 1300 580  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 575 0 0 115 640 0 0 1300 580  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 575 0 0 115 640 0 0 1300 580

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.08 0.21 0.00 0.00 0.43 0.39  
Crit Volume: 0 575 115 650  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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: Alameda St Ramp PCH  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 260 0 240 235 1540 0 0 1320 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 0 0 260 0 240 235 1540 0 0 1320 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 0 0 260 0 240 235 1540 0 0 1320 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: 0 0 0 260 0 240 235 1540 0 0 1320 215  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 260 0 240 235 1540 0 0 1320 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: 0 0 0 260 0 240 235 1540 0 0 1320 215

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42  
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3676 599

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.18 0.00 0.17 0.16 0.54 0.00 0.00 0.36 0.36  
Crit Volume: 0 260 770 0  
Crit Moves: \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: 49 Level Of Service: A

\*\*\*\*\*

Street Name:	Site Entrance			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Ignore	WideBypass	Ignore	Ignore	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	295	0	0	0	0	1930	0	0	1680	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	0	295	0	0	0	0	1930	0	0	1680	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	0	295	0	0	0	0	1930	0	0	1680	360
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	0	0	0	0	1930	0	0	1680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1930	0	0	1680	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	0	0	0	0	1930	0	0	1680	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.00	1.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	0	0	1200	0	0	1200	0	3600	0	0	3600	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.47	0.00
Crit Volume:	0	0	0	0	0	0	0	643	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

Port of Los Angeles  
SCIG  
Year 2046 PM Peak - Proposed Project

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 131 Level Of Service: E

\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound	South Bound	East Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	5	580	120	10	425	125	210	1645	10	165	1270	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:	5	580	120	10	425	125	210	1645	10	165	1270	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:	5	580	120	10	425	125	210	1645	10	165	1270	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	120	10	425	125	210	1645	10	165	1270	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	580	120	10	425	125	210	1645	10	165	1270	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	580	120	10	425	125	210	1645	10	165	1270	110

Saturation Flow Module:

Sat/Lane:	1600	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.08	0.01	0.13	0.08	0.13	0.51	0.01	0.10	0.40	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.907  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 143 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 35 75 305 325 115 35 30 1895 25 75 1375 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: 35 75 305 325 115 35 30 1895 25 75 1375 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: 35 75 305 325 115 35 30 1895 25 75 1375 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: 35 75 305 325 115 35 30 1895 25 75 1375 265  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 35 75 305 325 115 35 30 1895 25 75 1375 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: 35 75 305 325 115 35 30 1895 25 75 1375 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: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.52 0.48  
 Final Sat.: 509 1091 1600 1182 418 1600 1600 4738 63 1600 4024 776

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.40 0.40 0.05 0.34 0.34  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 5 30 30 35 15 145 200 1010 0 5 855 295  
 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 30 30 35 15 145 200 1010 0 5 855 295  
 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 30 30 35 15 145 200 1010 0 5 855 295  
 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 30 30 35 15 145 200 1010 0 5 855 295  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 30 30 35 15 145 200 1010 0 5 855 295  
 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 30 30 35 15 145 200 1010 0 5 855 295  
 OvlAdjVol: 150

Saturation Flow Module:  
 Sat/Lane: 1600 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 0.93 0.92 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 246 1477 1477 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.09 0.13 0.32 0.00 0.00 0.27 0.18  
 OvlAdjV/S: 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09  
 Crit Moves: \*\*\*\* \*\*

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## 2046 Plus Alternative 1: No Project AM Peak Hour

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 Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF  
 -----

Scenario: Scenario Report  
 2046 No Project AM Peak

Command: 2046 No Project W ICTF AM Peak  
 Volume: 2046 No Project W ICTF AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 Port of Los Angeles  
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 Year 2046 AM Peak - No Project W ICTF  
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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.609	B xxxxx	0.609	+ 0.000 V/C
# 2	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.994	E xxxxx	0.994	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.764	C xxxxx	0.764	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.812	D xxxxx	0.812	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.721	C xxxxx	0.721	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.445	A xxxxx	0.445	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.783	C xxxxx	0.783	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.449	A xxxxx	0.449	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.928	E xxxxx	0.928	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.714	C	xxxxx 0.714	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.550	A	xxxxx 0.550	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609  
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 50 Level Of Service: B  
\*\*\*\*\*

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	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
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	530	0	0	455	875	0	0	0	15	485	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	530	0	0	455	875	0	0	0	15	485	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	530	0	0	455	875	0	0	0	15	485	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	530	0	0	455	875	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	530	0	0	455	875	0	0	0	15	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	530	0	0	455	875	0	0	0	15	485	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	0.14	0.30	0.00	0.00	0.00	0.01	0.15	0.00
Crit Moves:	****				****					****		

\*\*\*\*\*

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #2
Cycle (sec):      100          Critical Vol./Cap.(X):      0.433
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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 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 0 470 0 0 535 290 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
Initial Bse:   0 0 0 470 0 0 535 290 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 0 0 470 0 0 535 290 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 470 0 0 535 290 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 470 0 0 535 290 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 470 0 0 535 290 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 0.15 0.00 0.00 0.19 0.09 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec):      100          Critical Vol./Cap.(X):      0.527
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    35          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 275 0 0 0 375 10 0 0 0 0 0 990 270
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 1.00
Initial Bse:   0 275 0 0 0 375 10 0 0 0 0 0 990 270
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:  0 275 0 0 0 375 10 0 0 0 0 0 990 270
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 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 275 0 0 0 375 10 0 0 0 0 0 990 270
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 275 0 0 0 375 10 0 0 0 0 0 990 270
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 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 275 0 0 0 375 10 0 0 0 0 0 990 270
-----|-----|-----|-----|
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 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.09 0.00 0.00 0.12 0.01 0.00 0.00 0.00 0.00 0.00 0.31 0.09
Crit Moves:   ****          ****
*****
    
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #4
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
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 375 0 0 275 450 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
Initial Bse: 0 0 0 375 0 0 275 450 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 0 0 375 0 0 275 450 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 375 0 0 275 450 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 375 0 0 275 450 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 375 0 0 275 450 0 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.14 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 #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.994
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E
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: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
Volume Module:
Base Vol: 755 0 805 0 0 0 0 3115 360 0 2360 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: 755 0 805 0 0 0 0 3115 360 0 2360 35
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: 755 0 805 0 0 0 0 3115 360 0 2360 35
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 755 0 0 0 0 0 0 3115 360 0 2360 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 755 0 0 0 0 0 0 3115 360 0 2360 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 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 755 0 0 0 0 0 0 3115 360 0 2360 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 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.25 0.00 0.55 0.00
Crit Volume: 378 0 1038 0
Crit Moves: \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*
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: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 1 0 0 0
Volume Module:
Base Vol: 0 435 290 0 450 0 0 0 0 0 540 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
Initial Bse: 0 435 290 0 450 0 0 0 0 0 540 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: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 290 0 450 0 0 0 0 0 540 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 290 0 450 0 0 0 0 0 540 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: 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 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.16 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D
\*\*\*\*\*
Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0 0
Volume Module:
Base Vol: 160 20 450 155 10 5 10 345 35 290 240 185
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: 160 20 450 155 10 5 10 345 35 290 240 185
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: 160 20 450 155 10 5 10 345 35 290 240 185
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: 160 20 450 155 10 5 10 345 0 290 240 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 20 450 155 10 5 10 345 0 290 240 185
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: 160 20 450 155 10 5 10 345 0 290 240 185
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.33 0.67 0.06 1.94 1.00 0.81 0.67 0.52
Final Sat.: 2880 1600 1600 1600 2133 1067 90 3110 1600 1298 1074 828
Capacity Analysis Module:
Vol/Sat: 0.06 0.01 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*
\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
 Base Vol: 145 120 130 90 70 105 40 830 30 50 1795 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: 145 120 130 90 70 105 40 830 30 50 1795 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: 145 120 130 90 70 105 40 830 30 50 1795 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: 145 120 130 90 70 105 40 830 30 50 1795 275  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 145 120 130 90 70 105 40 830 30 50 1795 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: 145 120 130 90 70 105 40 830 30 50 1795 275

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.90 0.10 1.00 3.00 1.00  
 Final Sat.: 1600 768 832 543 423 634 1600 4633 167 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.18 0.18 0.03 0.37 0.17  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

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: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:  
 Base Vol: 40 300 55 320 300 110 35 1035 265 80 1465 505  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 40 300 55 320 300 110 35 1035 265 80 1465 505  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 40 300 55 320 300 110 35 1035 265 80 1465 505  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 40 300 55 320 300 110 35 1035 265 80 1465 505  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 300 55 320 300 110 35 1035 265 80 1465 505  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 40 300 55 320 300 110 35 1035 265 80 1465 505

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.39 0.61 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3822 978 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.09 0.03 0.20 0.09 0.07 0.02 0.27 0.27 0.05 0.31 0.32  
 Crit Moves: \*\*\*\*

\*\*\*\*\*



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #10 Anaheim St / E I St-W 9th St  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.764  
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 64 Level Of Service: C  
\*\*\*\*\*  
Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
Rights: Ignore Ignore Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 270 140 20 335 205 25 65 980 225 55 1120 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: 270 140 20 335 205 25 65 980 225 55 1120 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: 270 140 20 335 205 25 65 980 225 55 1120 430  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 270 140 0 335 205 0 65 980 225 55 1120 430  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 270 140 0 335 205 0 65 980 225 55 1120 430  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 270 140 0 335 205 0 65 980 225 55 1120 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3904 896 1600 3200 1600  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.17 0.04 0.00 0.21 0.06 0.00 0.04 0.25 0.25 0.03 0.35 0.27  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #11 Anaheim St / Farragut Ave  
\*\*\*\*\*  
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: Farragut 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: Protected Protected Protected Protected  
Rights: Include Ovl Include Ovl  
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 3 0 0 1  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55  
Growth Adj: 1.00 1.00 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 20 0 200 215 1260 0 0 1445 55  
Added Vol: 0 0 0 0 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 20 0 200 215 1260 0 0 1445 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 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 20 0 200 215 1260 0 0 1445 55  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 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 20 0 200 215 1260 0 0 1445 55  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 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 3.00 0.00 0.00 3.00 1.00  
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.14 0.15 0.29 0.00 0.00 0.34 0.04  
Crit Volume: 0 20 215 482  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 99 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
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	1	0

Volume Module:

Base Vol:	280	260	80	175	205	55	40	1315	350	50	1525	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	260	80	175	205	55	40	1315	350	50	1525	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	260	80	175	205	55	40	1315	350	50	1525	115
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:	280	260	80	175	205	55	40	1315	0	50	1525	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	260	80	175	205	55	40	1315	0	50	1525	115
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:	280	260	80	175	205	55	40	1315	0	50	1525	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	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	2.37	0.63	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3371	904	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.13	0.13	0.06	0.12	0.06	0.06	0.03	0.46	0.00	0.04	0.54	0.08
Crit Volume:	180	175		40	763							
Crit Moves:	****	****		****	****							

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 67 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	25	235	750	25	240	120	130	965	25	470	1220	55
Growth Adj:	1.00	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	235	750	25	240	120	130	965	25	470	1220	55
Added Vol:	0	0	0	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	235	750	25	240	120	130	965	25	470	1220	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	235	750	25	240	120	130	965	25	470	1220	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	235	750	25	240	120	130	965	25	470	1220	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	235	750	25	240	120	130	965	25	470	1220	55

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2727	123

Capacity Analysis Module:

Vol/Sat:	0.02	0.16	0.26	0.02	0.08	0.08	0.09	0.34	0.02	0.16	0.45	0.45
Crit Volume:	235	25	130	638								
Crit Moves:	****	****	****	****								

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
 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 0 1  
 -----  
 Volume Module:  
 Base Vol: 155 500 160 125 470 20 80 5 205 130 5 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: 155 500 160 125 470 20 80 5 205 130 5 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: 155 500 160 125 470 20 80 5 205 130 5 85  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 155 500 0 125 470 20 80 5 205 130 5 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 155 500 0 125 470 20 80 5 205 130 5 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 155 500 0 125 470 20 80 5 205 130 5 0  
 -----  
 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 1.92 0.08 1.00 0.02 0.98 0.96 0.04 1.00  
 Final Sat.: 1375 2750 1375 2750 2638 112 1375 33 1342 1324 51 1375  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.11 0.18 0.00 0.05 0.18 0.18 0.06 0.15 0.15 0.10 0.10 0.00  
 Crit Volume: 155 245 210 135  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*  
 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: 24 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Broad Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0  
 -----  
 Volume Module:  
 Base Vol: 5 5 65 95 5 105 75 420 5 135 490 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: 5 5 65 95 5 105 75 420 5 135 490 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: 5 5 65 95 5 105 75 420 5 135 490 70  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 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 5 65 95 5 105 75 420 5 135 490 70  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 5 65 95 5 105 75 420 5 135 490 70  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 5 65 95 5 105 75 420 5 135 490 70  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.07 0.93 1.00 0.05 0.95 0.30 1.68 0.02 0.39 1.41 0.20  
 Final Sat.: 1500 107 1393 1500 68 1432 450 2520 30 583 2115 302  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.17 0.17 0.17 0.23 0.23 0.23  
 Crit Volume: 70 95 75 348  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 39 Level Of Service: B

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	40	25	10	25	140	265	350	415	130	25	545	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:	40	25	10	25	140	265	350	415	130	25	545	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:	40	25	10	25	140	265	350	415	130	25	545	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	415	130	25	545	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	415	130	25	545	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	415	130	25	545	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.78	0.93	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1173	1391	436	126	2748	126

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.30	0.30	0.30	0.20	0.20	0.20
Crit Volume:	40			265	350					298		
Crit Moves:	****			****	****					****		

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

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Intersection #17 Harry Bridges Blvd / Fries Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.445  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 26 Level Of Service: A

\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	150	15	95	25	15	10	10	745	80	75	690	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:	150	15	95	25	15	10	10	745	80	75	690	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:	150	15	95	25	15	10	10	745	80	75	690	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:	150	15	95	25	15	10	10	745	80	75	690	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	15	95	25	15	10	10	745	80	75	690	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:	150	15	95	25	15	10	10	745	80	75	690	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.79	0.19	0.19	1.77	0.04
Final Sat.:	1500	205	1295	1500	900	600	36	2677	287	288	2654	58

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.07	0.02	0.02	0.02	0.28	0.28	0.28	0.26	0.26	0.26
Crit Volume:	150			25			417	75				
Crit Moves:	****			****			****	****				

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

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
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Cycle (sec): 100 Critical Vol./Cap.(X): 0.343  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

\*\*\*\*\*

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	5	0	20	10	5	30	10	875	5	20	775	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:	5	0	20	10	5	30	10	875	5	20	775	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:	5	0	20	10	5	30	10	875	5	20	775	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:	5	0	20	10	5	30	10	875	5	20	775	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	30	10	875	5	20	775	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:	5	0	20	10	5	30	10	875	5	20	775	5

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:	0.40	0.60	1.00	0.22	0.11	0.67	0.02	1.97	0.01	0.05	1.94	0.01
Final Sat.:	600	900	1500	333	167	1000	34	2949	17	75	2906	19

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.03	0.30	0.30	0.30	0.27	0.27	0.27
Crit Volume:	5			45			445		20			
Crit Moves:	****			****			****		****			

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

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 46 Level Of Service: B

\*\*\*\*\*

Street Name:	King Ave			Harry Bridges Blvd		
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 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0		

Volume Module:

Base Vol:	0	0	0	70	0	305	85	895	0	0	835	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	0	0	70	0	305	85	895	0	0	835	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	0	0	70	0	305	85	895	0	0	835	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	0	0	70	0	305	85	895	0	0	835	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	305	85	895	0	0	835	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	305	85	895	0	0	835	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
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	1.00	0.00	0.37	0.63	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	448	752	1200	1200	2400	0	1200	2317	83

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.07	0.37	0.00	0.00	0.36	0.36
Crit Volume:	0			305		85					433	
Crit Moves:				****		****					****	

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.783  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 66 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 5 385 0 575 165 715 0 5 580 620  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 5 385 0 575 165 715 0 5 580 620  
 Added Vol: 0 0 0 0 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 5 385 0 575 165 715 0 5 580 620  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 5 385 0 0 165 715 0 5 580 620  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 5 385 0 0 165 715 0 5 580 620  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 5 385 0 0 165 715 0 5 580 620  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.00 0.11 0.24 0.00 0.00 0.19 0.41  
 Crit Volume: 5 385 165 620  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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: 62 Level Of Service: B  
 \*\*\*\*\*  
 Street Name: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 270 0 235 205 1120 0 0 1060 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 0 0 270 0 235 205 1120 0 0 1060 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 0 0 270 0 235 205 1120 0 0 1060 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: 0 0 0 270 0 235 205 1120 0 0 1060 210  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 270 0 235 205 1120 0 0 1060 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: 0 0 0 270 0 235 205 1120 0 0 1060 210  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 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 3568 707  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.16 0.14 0.39 0.00 0.00 0.30 0.30  
 Crit Volume: 0 270 205 423  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 130 0 0 35 0 1535 80 0 1535 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: 0 0 130 0 0 35 0 1535 80 0 1535 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: 0 0 130 0 0 35 0 1535 80 0 1535 295  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1535 80 0 1535 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1535 80 0 1535 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1535 80 0 1535 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.00 1.00 0.00 2.85 0.15 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3422 178 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.45 0.45 0.00 0.43 0.00  
 Crit Volume: 0 0 0 0 0 0 0 538 0  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.928  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 120 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 140 315 95 15 445 115 115 1385 55 100 1565 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: 140 315 95 15 445 115 115 1385 55 100 1565 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: 140 315 95 15 445 115 115 1385 55 100 1565 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: 140 315 95 15 445 115 115 1385 55 100 1565 155  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 140 315 95 15 445 115 115 1385 55 100 1565 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: 140 315 95 15 445 115 115 1385 55 100 1565 155  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.10 0.06 0.01 0.14 0.07 0.07 0.43 0.03 0.06 0.49 0.10  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.714  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 65 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
 Base Vol: 50 30 125 225 85 40 15 1450 25 115 1890 120  
 Growth Adj: 1.00 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 30 125 225 85 40 15 1450 25 115 1890 120  
 Added Vol: 0 0 0 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 30 125 225 85 40 15 1450 25 115 1890 120  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 50 30 125 225 85 40 15 1450 25 115 1890 120  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 50 30 125 225 85 40 15 1450 25 115 1890 120  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 50 30 125 225 85 40 15 1450 25 115 1890 120

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.82 0.18  
 Final Sat.: 1000 600 1600 1161 439 1600 1600 4719 81 1600 4513 287

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.31 0.31 0.07 0.42 0.42  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
 SCIG  
 Year 2046 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:  
 Base Vol: 5 25 10 155 110 110 140 790 10 50 790 395  
 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 25 10 155 110 110 140 790 10 50 790 395  
 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 25 10 155 110 110 140 790 10 50 790 395  
 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 25 10 155 110 110 140 790 10 50 790 395  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 25 10 155 110 110 140 790 10 50 790 395  
 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 25 10 155 110 110 140 790 10 50 790 395  
 OvlAdjVol: 262

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 0.25 1.25 0.50 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 400 2000 800 1872 1328 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.07 0.09 0.25 0.01 0.03 0.25 0.25  
 OvlAdjV/S: 0.16  
 Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*



## 2046 Plus Alternative 1: No Project MD Peak Hour

-----  
 Scenario Report  
 Scenario: 2046 No Project MD Peak  
 Command: 2046 No Project W ICTF MD Peak  
 Volume: 2046 No Project W ICTF MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 2	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 4	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.694	B xxxxx	0.694	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.868	D xxxxx	0.868	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.820	D xxxxx	0.820	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.434	A xxxxx	0.434	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.801	D xxxxx	0.801	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.385	A xxxxx	0.385	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.292	A xxxxx	0.292	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.620	B xxxxx	0.620	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.795	C xxxxx	0.795	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

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

\*\*\*\*\*  
 Intersection #1 Ocean Blvd / Terminal Island Fwy  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510  
 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			Ocean Blvd		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	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	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	430	0	0	270	705	0	0	0	15	370	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	0	0	270	705	0	0	0	15	370	115
Added Vol:	0	0	0	0	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	0	0	270	705	0	0	0	15	370	115
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:	0	430	0	0	270	705	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	0	0	270	705	0	0	0	15	370	0
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
Final Volume:	0	430	0	0	270	705	0	0	0	15	370	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	0.24	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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.377
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      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      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 0      280 0 0 0      430 605 0 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
Initial Bse:   0 0 0 0      280 0 0 0      430 605 0 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 0 0 0      280 0 0 0      430 605 0 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      280 0 0 0      430 605 0 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      280 0 0 0      430 605 0 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      280 0 0 0      430 605 0 0      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 0.19 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
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:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 210 0 0      0 320 40 0 0 0 0      0 775 450
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:   0 210 0 0      0 320 40 0 0 0 0      0 775 450
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:   0 210 0 0      0 320 40 0 0 0 0      0 775 450
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:    0 210 0 0      0 320 40 0 0 0 0      0 775 450
Reduct Vol:    0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 210 0 0      0 320 40 0 0 0 0      0 775 450
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:   0 210 0 0      0 320 40 0 0 0 0      0 775 450
-----|-----|-----|-----|
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 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0      0 3200 1600 0 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.07 0.00 0.00 0.10 0.03 0.00 0.00 0.00 0.00 0.24 0.16
Crit Moves:    ****          ****
*****

```

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.435  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 30 Level Of Service: A  
 \*\*\*\*\*  

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:  
 Base Vol: 0 0 0 320 0 0 210 715 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 0 210 715 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 0 210 715 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 0 210 715 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 0 210 715 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 0 210 715 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 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.22 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.694  
 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			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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

Volume Module:  
 Base Vol: 665 0 495 0 0 0 0 1970 115 0 1690 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: 665 0 495 0 0 0 0 1970 115 0 1690 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: 665 0 495 0 0 0 0 1970 115 0 1690 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 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 665 0 0 0 0 0 0 1970 115 0 1690 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 665 0 0 0 0 0 0 1970 115 0 1690 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 665 0 0 0 0 0 0 1970 115 0 1690 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 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:  
 Vol/Sat: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.08 0.00 0.40 0.00  
 Crit Volume: 333 0 657 0  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 53 Level Of Service: A  
\*\*\*\*\*

Street Name:	Ferry St / Seaside Ave				Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Protected		Protected				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	1	0	1	0	0	0	0	0	0

Volume Module:

Base Vol:	0	555	450	0	475	0	0	0	0	0	505	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
Initial Bse:	0	555	450	0	475	0	0	0	0	0	505	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	555	450	0	475	0	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	450	0	475	0	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	450	0	475	0	0	0	0	0	505	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	555	450	0	475	0	0	0	0	0	505	0	0

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	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.32	0.00	0.17	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.00
Crit Volume:	555			0			0			253			
Crit Moves:	****			****						****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 100 Level Of Service: D  
\*\*\*\*\*

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	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						
Lanes:	2	0	1	0	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	125	15	300	170	15	5	10	315	45	340	250	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:	125	15	300	170	15	5	10	315	45	340	250	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:	125	15	300	170	15	5	10	315	45	340	250	345
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:	125	15	300	170	15	5	10	315	0	340	250	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	15	300	170	15	5	10	315	0	340	250	345
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
Final Volume:	125	15	300	170	15	5	10	315	0	340	250	345

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	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	1.50	0.50	0.06	1.94	1.00	0.73	0.53	0.74
Final Sat.:	2880	1600	1600	1600	2400	800	98	3102	1600	1164	856	1181

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.19	0.11	0.01	0.01	0.10	0.10	0.00	0.29	0.29	0.29
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 76 Level Of Service: D  
 \*\*\*\*\*

Street Name:	Harbor 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:	Permitted		Permitted		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:  
 Base Vol: 165 120 215 190 110 155 40 1300 50 50 1365 240  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 165 120 215 190 110 155 40 1300 50 50 1365 240  
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Initial Fut: 165 120 215 190 110 155 40 1300 50 50 1365 240  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 165 120 215 190 110 155 40 1300 50 50 1365 240  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 165 120 215 190 110 155 40 1300 50 50 1365 240  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 165 120 215 190 110 155 40 1300 50 50 1365 240

Saturation Flow Module:  
 Sat/Lane: 1600 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: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.89 0.11 1.00 3.00 1.00  
 Final Sat.: 1600 573 1027 668 387 545 1600 4622 178 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.28 0.28 0.03 0.28 0.15  
 Crit Moves: \*\*\*\*

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

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 69 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Santa Fe 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:	Protected		Protected		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0	1

Volume Module:  
 Base Vol: 40 270 75 230 245 155 85 1055 35 75 1290 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: 40 270 75 230 245 155 85 1055 35 75 1290 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: 40 270 75 230 245 155 85 1055 35 75 1290 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: 40 270 75 230 245 155 85 1055 35 75 1290 315  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 40 270 75 230 245 155 85 1055 35 75 1290 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: 40 270 75 230 245 155 85 1055 35 75 1290 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.90 0.10 1.00 3.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4646 154 1600 4800 1600

Capacity Analysis Module:  
 Vol/Sat: 0.03 0.08 0.05 0.14 0.08 0.10 0.05 0.23 0.23 0.05 0.27 0.20  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #10 Anaheim St / E I St-W 9th St
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Vol/Sat, Crit Moves, and Capacity Analysis Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #11 Anaheim St / Farragut 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: 40 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes, and Volume Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.

Table with columns for Vol/Sat, Crit Moves, and Capacity Analysis Module. Rows include North Bound, South Bound, East Bound, and West Bound for Anaheim St.



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

Intersection #12 Anaheim St / Henry Ford 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: 94 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Henry Ford Ave and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Volume, Crit Moves.

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

Intersection #13 Anaheim St / Alameda 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: 45 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes for Alameda St and Anaheim St.

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

Table with columns for Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module: Vol/Sat, Crit Volume, Crit Moves.

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	240	45	145	390	45	60	0	60	40	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:	55	240	45	145	390	45	60	0	60	40	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:	55	240	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	240	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	240	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	240	0	145	390	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218		60			40			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A  
\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	425	0	35	495	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	5	125	10	10	30	60	425	0	35	495	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	5	125	10	10	30	60	425	0	35	495	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	5	125	10	10	30	60	425	0	35	495	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	425	0	35	495	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	125	10	10	30	60	425	0	35	495	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:	1.00	0.04	0.96	1.00	0.25	0.75	0.25	1.75	0.00	0.12	1.76	0.12
Final Sat.:	1500	58	1442	1500	375	1125	371	2629	0	186	2628	186

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.19	0.19	0.19
Crit Volume:			130	10			60			283		
Crit Moves:			****	****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*  
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: 28 Level Of Service: A  
\*\*\*\*\*  
Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 60 30 5 5 95 170 225 445 70 15 530 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: 60 30 5 5 95 170 225 445 70 15 530 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: 60 30 5 5 95 170 225 445 70 15 530 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: 60 30 5 5 95 170 225 445 70 15 530 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 60 30 5 5 95 170 225 445 70 15 530 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: 60 30 5 5 95 170 225 445 70 15 530 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.61 1.20 0.19 0.05 1.90 0.05  
Final Sat.: 1500 1342 158 56 1444 1500 912 1804 284 80 2839 80  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.02 0.03 0.09 0.07 0.11 0.25 0.25 0.25 0.19 0.19 0.19  
Crit Volume: 60 170 225 280  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

-----  
Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.385  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 23 Level Of Service: A  
\*\*\*\*\*  
Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
-----  
Volume Module:  
Base Vol: 145 20 160 10 10 20 10 520 45 70 670 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: 145 20 160 10 10 20 10 520 45 70 670 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: 145 20 160 10 10 20 10 520 45 70 670 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: 145 20 160 10 10 20 10 520 45 70 670 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 20 160 10 10 20 10 520 45 70 670 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: 145 20 160 10 10 20 10 520 45 70 670 15  
-----  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.11 0.89 1.00 0.33 0.67 0.03 1.81 0.16 0.19 1.77 0.04  
Final Sat.: 1500 167 1333 1500 500 1000 52 2713 235 278 2662 60  
-----  
Capacity Analysis Module:  
Vol/Sat: 0.10 0.12 0.12 0.01 0.02 0.02 0.19 0.19 0.19 0.25 0.25 0.25  
Crit Volume: 180 10 10 377  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.292  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 15 10 0 15 15 665 5 10 775 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  
 Final Volume: 0 0 15 10 0 15 15 665 5 10 775 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.40 0.00 0.60 0.04 1.95 0.01 0.02 1.95 0.03  
 Final Sat.: 0 1500 1500 600 0 900 66 2912 22 38 2925 38  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.23 0.23 0.23 0.26 0.27 0.26  
 Crit Volume: 15 10 15 398  
 Crit Moves: \*\*\*\* \*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 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: 35 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 185 105 775 0 0 805 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Final Volume: 0 0 0 20 0 185 105 775 0 0 805 30  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 1.93 0.07  
 Final Sat.: 0 1200 0 234 966 1200 1200 2400 0 1200 2314 86  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.15 0.09 0.32 0.00 0.00 0.35 0.35  
 Crit Volume: 0 185 105 418  
 Crit Moves: \*\*\*\* \*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.620  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: B  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 1 0 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 10 375 0 570 90 450 0 5 555 455  
 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: 0 0 10 375 0 570 90 450 0 5 555 455  
 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: 0 0 10 375 0 570 90 450 0 5 555 455  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 10 375 0 0 90 450 0 5 555 455  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 10 375 0 0 90 450 0 5 555 455  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 10 375 0 0 90 450 0 5 555 455  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.25 0.00 0.00 0.06 0.15 0.00 0.00 0.19 0.30  
 Crit Volume: 10 375 90 455  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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: 66 Level Of Service: B  
 \*\*\*\*\*  
 Street Name: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 180 0 135 250 1405 0 0 1255 245  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 0 180 0 135 250 1405 0 0 1255 245  
 Added Vol: 0 0 0 0 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 0 180 0 135 250 1405 0 0 1255 245  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 180 0 135 250 1405 0 0 1255 245  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 180 0 135 250 1405 0 0 1255 245  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 0 180 0 135 250 1405 0 0 1255 245  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 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 3577 698  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.09 0.18 0.49 0.00 0.00 0.35 0.35  
 Crit Volume: 0 180 250 500  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance				Pacific Coast Hwy													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected		Protected		Protected							
Rights:	Ignore		Ignore		WideBypass		Ignore		Ignore		Ignore							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 205 0 0 50 0 1825 45 0 1600 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 0 205 0 0 50 0 1825 45 0 1600 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 0 205 0 0 50 0 1825 45 0 1600 175  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1825 45 0 1600 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1825 45 0 1600 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1825 45 0 1600 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.93 0.07 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3513 87 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.00 0.44 0.00  
Crit Volume: 0 0 0 0 0 0 623 0  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: C  
\*\*\*\*\*

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
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		Protected		Protected				
Rights:	Include		Include		Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 15 410 120 5 395 80 155 1465 30 0 1350 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: 15 410 120 5 395 80 155 1465 30 0 1350 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: 15 410 120 5 395 80 155 1465 30 0 1350 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: 15 410 120 5 395 80 155 1465 30 0 1350 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 15 410 120 5 395 80 155 1465 30 0 1350 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: 15 410 120 5 395 80 155 1465 30 0 1350 135

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.08 0.00 0.12 0.05 0.10 0.46 0.02 0.00 0.42 0.08  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.795  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 84 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy			
	North Bound	South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	Permitted	Permitted	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	35	35	300	230	55	50	15	1550	25	110	1515	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:	35	35	300	230	55	50	15	1550	25	110	1515	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:	35	35	300	230	55	50	15	1550	25	110	1515	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:	35	35	300	230	55	50	15	1550	25	110	1515	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	300	230	55	50	15	1550	25	110	1515	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:	35	35	300	230	55	50	15	1550	25	110	1515	190

Saturation Flow Module:

Sat/Lane:	1600	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:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.95	0.05	1.00	2.67	0.33
Final Sat.:	800	800	1600	1291	309	1600	1600	4724	76	1600	4265	535

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.19	0.14	0.18	0.03	0.01	0.33	0.33	0.07	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A  
 \*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd			
	North Bound	South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	Split Phase	Split Phase	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	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 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	30	25	120	85	125	230	750	25	80	640	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	120	85	125	230	750	25	80	640	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	120	85	125	230	750	25	80	640	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	120	85	125	230	750	25	80	640	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	120	85	125	230	750	25	80	640	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	120	85	125	230	750	25	80	640	495
OvlAdjVol:												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	1.09	0.91	1.17	0.83	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1873	1327	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.08	0.14	0.23	0.02	0.05	0.20	0.31
OvlAdjV/S:												0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2046 Plus Alternative 1: No Project PM Peak Hour



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Scenario: Scenario Report  
 2046 No Project PM Peak

Command: 2046 No Project W ICTF PM Peak  
 Volume: 2046 No Project W ICTF PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 2	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.378	A xxxxx	0.378	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.707	C xxxxx	0.707	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.932	E xxxxx	0.932	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.842	D xxxxx	0.842	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.658	B xxxxx	0.658	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.973	E xxxxx	0.973	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.872	D xxxxx	0.872	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	E xxxxx	0.907	E xxxxx	0.907	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.749	C xxxxx	0.749	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.988	E xxxxx	0.988	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.934	E xxxxx	0.934	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.639	B xxxxx	0.639	+ 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  
\*\*\*\*\*

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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 545 0	0 0 215 710	0 0 0 0	20 250 360
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:	5 545 0	0 0 215 710	0 0 0 0	20 250 360
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:	5 545 0	0 0 215 710	0 0 0 0	20 250 360
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:	5 545 0	0 0 215 710	0 0 0 0	20 250 0
Reduct Vol:	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	5 545 0	0 0 215 710	0 0 0 0	20 250 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 545 0	0 0 215 710	0 0 0 0	20 250 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 0.07 0.25	0.00 0.00 0.00	0.01 0.08 0.00
Crit Moves:	****	****	****	****

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #2
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
*****
Approach:      North Bound      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 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 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:     0 0 0 235 0 0 550 350 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
Initial Bse:  0 0 0 235 0 0 550 350 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 0 0 235 0 0 550 350 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
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  0 0 0 235 0 0 550 350 0 0 0 0 0
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 235 0 0 550 350 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
MLF Adj:     1.00 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 0 235 0 0 550 350 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    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 0.07 0.00 0.00 0.19 0.11 0.00 0.00 0.00 0.00
Crit Moves:  ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec):          100          Critical Vol./Cap.(X):          0.378
Loss Time (sec):     10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       28             Level Of Service:             A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:       Include         Include         Include         Include
Min. Green:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:     0 395 0 0 0 270 165 0 0 0 0 495 280
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:  0 395 0 0 0 270 165 0 0 0 0 495 280
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:  0 395 0 0 0 270 165 0 0 0 0 495 280
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:  0 395 0 0 0 270 165 0 0 0 0 495 280
Reduct Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 395 0 0 0 270 165 0 0 0 0 495 280
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: 0 395 0 0 0 270 165 0 0 0 0 495 280
-----|-----|-----|-----|
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:       0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:  0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12 0.00 0.00 0.08 0.10 0.00 0.00 0.00 0.00 0.15 0.10
Crit Moves:  ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
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
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy 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: 140 Level Of Service: D
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: Permitted Permitted Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

Traffic 7.9.0415 (c) 2007 Dowling Assoc. Licensed to MMA, LONG BEACH, CA

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 545 285 0 305 0 0 0 0 0 250 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  
Initial Bse: 0 545 285 0 305 0 0 0 0 0 250 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: 0 545 285 0 305 0 0 0 0 0 250 0 0 0  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 0 545 285 0 305 0 0 0 0 0 250 0 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 545 285 0 305 0 0 0 0 0 250 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 545 285 0 305 0 0 0 0 0 250 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: 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 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00  
Crit Volume: 545 0 0 125  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707  
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 66 Level Of Service: C

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
Approach: North Bound South Bound East 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		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:  
Base Vol: 145 15 190 60 5 10 40 225 230 395 335 190  
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: 145 15 190 60 5 10 40 225 230 395 335 190  
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: 145 15 190 60 5 10 40 225 230 395 335 190  
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: 145 15 190 60 5 10 40 225 0 395 335 190  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 15 190 60 5 10 40 225 0 395 335 190  
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: 145 15 190 60 5 10 40 225 0 395 335 190

Saturation Flow Module:  
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
Adjustment: 0.90 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 1.00 1.00 0.30 1.70 1.00 0.86 0.73 0.41  
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1374 1165 661

Capacity Analysis Module:  
Vol/Sat: 0.05 0.01 0.12 0.04 0.00 0.01 0.08 0.08 0.00 0.29 0.29 0.29  
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 55 55 125 190 40 135 30 1565 30 50 1585 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: 55 55 125 190 40 135 30 1565 30 50 1585 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: 55 55 125 190 40 135 30 1565 30 50 1585 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 55 125 190 40 135 30 1565 30 50 1585 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 55 125 190 40 135 30 1565 30 50 1585 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 55 125 190 40 135 30 1565 30 50 1585 205

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.94 0.06 1.00 3.00 1.00
Final Sat.: 1600 489 1111 833 175 592 1600 4710 90 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.33 0.33 0.03 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 #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 280 110 505 265 155 85 1530 10 45 1315 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: 25 280 110 505 265 155 85 1530 10 45 1315 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: 25 280 110 505 265 155 85 1530 10 45 1315 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
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 280 110 505 265 155 85 1530 10 45 1315 435
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 280 110 505 265 155 85 1530 10 45 1315 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 280 110 505 265 155 85 1530 10 45 1315 435

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4769 31 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.32 0.08 0.10 0.05 0.32 0.32 0.03 0.27 0.27
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 82 Level Of Service: D

Street Name: E I St - W 9th St 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:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:  
 Base Vol: 355 245 35 210 220 25 50 1440 465 25 1280 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: 355 245 35 210 220 25 50 1440 465 25 1280 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: 355 245 35 210 220 25 50 1440 465 25 1280 230  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 355 245 0 210 220 0 50 1440 465 25 1280 230  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 355 245 0 210 220 0 50 1440 465 25 1280 230  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 355 245 0 210 220 0 50 1440 465 25 1280 230

Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3628 1172 1600 3200 1600

Capacity Analysis Module:  
 Vol/Sat: 0.22 0.08 0.00 0.13 0.07 0.00 0.03 0.40 0.40 0.02 0.40 0.14  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut 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: Farragut 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:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:  
 Base Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80  
 Growth Adj: 1.00 1.00 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 60 0 375 210 1830 0 0 1690 80  
 Added Vol: 0 0 0 0 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 60 0 375 210 1830 0 0 1690 80  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 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 60 0 375 210 1830 0 0 1690 80  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 60 0 375 210 1830 0 0 1690 80

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

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.15 0.43 0.00 0.00 0.40 0.06  
 Crit Volume: 0 375 0 563  
 Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #12 Anaheim St / Henry Ford Ave
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
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
Volume Module:
Base Vol: 320 345 200 225 175 55 115 1710 265 85 1615 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: 320 345 200 225 175 55 115 1710 265 85 1615 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: 320 345 200 225 175 55 115 1710 265 85 1615 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 320 345 200 225 175 55 115 1710 265 85 1615 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 320 345 200 225 175 55 115 1710 265 85 1615 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 320 345 200 225 175 55 115 1710 265 85 1615 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: 1.44 1.56 1.00 1.00 2.28 0.72 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2057 2218 1425 1425 3253 1022 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.16 0.16 0.14 0.16 0.05 0.05 0.08 0.60 0.00 0.06 0.57 0.10
Crit Volume: 222 225 855 85
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
\*\*\*\*\*
Intersection #13 Anaheim St / Alameda St
\*\*\*\*\*
Cycle (sec): 100 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D
\*\*\*\*\*
Street Name: Alameda St 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: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 25 310 790 25 465 210 125 1250 20 400 1530 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: 25 310 790 25 465 210 125 1250 20 400 1530 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: 25 310 790 25 465 210 125 1250 20 400 1530 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: 25 310 790 25 465 210 125 1250 20 400 1530 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 310 790 25 465 210 125 1250 20 400 1530 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 310 790 25 465 210 125 1250 20 400 1530 35
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64
Capacity Analysis Module:
Vol/Sat: 0.02 0.22 0.28 0.02 0.16 0.15 0.09 0.44 0.01 0.14 0.55 0.55
Crit Volume: 310 25 125 783
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
 \*\*\*\*\*  
 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: Henry Ford Ave-SR 103 Ramp 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 Ignore  
 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 0 1  
 -----  
 Volume Module:  
 Base Vol: 85 350 85 105 340 35 70 0 10 110 0 305  
 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: 85 350 85 105 340 35 70 0 10 110 0 305  
 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: 85 350 85 105 340 35 70 0 10 110 0 305  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 85 350 0 105 340 35 70 0 10 110 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 85 350 0 105 340 35 70 0 10 110 0 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 85 350 0 105 340 35 70 0 10 110 0 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
 Final Sat.: 1375 2750 1375 2750 2493 257 1375 0 1375 1375 0 1375  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.06 0.13 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.08 0.00 0.00  
 Crit Volume: 85 188 70 110  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #15 Harry Bridges Blvd / Broad Ave  
 \*\*\*\*\*  
 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: 31 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Broad Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 10 5 210 90 5 200 145 585 0 65 540 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: 10 5 210 90 5 200 145 585 0 65 540 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: 10 5 210 90 5 200 145 585 0 65 540 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: 10 5 210 90 5 200 145 585 0 65 540 95  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 10 5 210 90 5 200 145 585 0 65 540 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: 10 5 210 90 5 200 145 585 0 65 540 95  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27  
 Final Sat.: 1500 35 1465 1500 37 1463 596 2404 0 279 2314 407  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23  
 Crit Volume: 215 90 145 350  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 70 Level Of Service: C

\*\*\*\*\*

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	90	80	5	10	110	255	455	665	35	50	710	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:	90	80	5	10	110	255	455	665	35	50	710	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:	90	80	5	10	110	255	455	665	35	50	710	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:	90	80	5	10	110	255	455	665	35	50	710	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	665	35	50	710	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:	90	80	5	10	110	255	455	665	35	50	710	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:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1182	1727	91	192	2731	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.39	0.38	0.39	0.26	0.26	0.26
Crit Volume:	90					255	455			390		
Crit Moves:	****					****	****			****		

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

\*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*

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: 29 Level Of Service: A

\*\*\*\*\*

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	175	25	140	10	5	25	15	970	25	35	960	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:	175	25	140	10	5	25	15	970	25	35	960	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:	175	25	140	10	5	25	15	970	25	35	960	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:	175	25	140	10	5	25	15	970	25	35	960	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	140	10	5	25	15	970	25	35	960	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	140	10	5	25	15	970	25	35	960	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:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.92	0.05	0.07	1.86	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2881	74	102	2796	102

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.11	0.01	0.02	0.02	0.34	0.34	0.34	0.34	0.34	0.34
Crit Volume:	175					30	505			35		
Crit Moves:	****					****	****			****		

\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 28 Level Of Service: A  
\*\*\*\*\*  
Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R  
-----|-----|-----|-----|  
Control: Permitted Permitted Permitted Permitted  
Rights: Include Include Include Include  
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 60 0 45 10 5 30 20 940 30 15 1195 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: 60 0 45 10 5 30 20 940 30 15 1195 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: 60 0 45 10 5 30 20 940 30 15 1195 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 60 0 45 10 5 30 20 940 30 15 1195 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 60 0 45 10 5 30 20 940 30 15 1195 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 60 0 45 10 5 30 20 940 30 15 1195 15  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.14 0.86 0.22 0.11 0.67 0.04 1.90 0.06 0.02 1.96 0.02  
Final Sat.: 1500 214 1286 333 167 1000 61 2848 91 37 2927 37  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.03 0.03 0.03 0.03 0.33 0.33 0.33 0.41 0.41 0.41  
Crit Volume: 60 45 20 613  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
Circular 212 Planning Method (Future Volume Alternative)  
\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*  
Cycle (sec): 100 Critical Vol./Cap.(X): 0.898  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 141 Level Of Service: D  
\*\*\*\*\*  
Street Name: King Ave Harry Bridges Blvd  
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 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0  
-----|-----|-----|-----|  
Volume Module:  
Base Vol: 0 0 0 80 0 220 200 900 0 0 1000 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: 0 0 0 80 0 220 200 900 0 0 1000 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: 0 0 0 80 0 220 200 900 0 0 1000 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: 0 0 0 80 0 220 200 900 0 0 1000 315  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 80 0 220 200 900 0 0 1000 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: 0 0 0 80 0 220 200 900 0 0 1000 315  
-----|-----|-----|-----|  
Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.53 0.47 1.00 1.00 2.00 0.00 1.00 1.52 0.48  
Final Sat.: 0 1200 0 640 560 1200 1200 2400 0 1200 1825 575  
-----|-----|-----|-----|  
Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.17 0.38 0.00 0.00 0.55 0.55  
Crit Volume: 0 220 200 658  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
\*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #20 Harry Bridges Blvd / Figueroa St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.907  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 154 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Figueroa St Harry Bridges Blvd  
 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 Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 0 0 5 595 0 690 115 630 0 5 1290 605  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 0 0 5 595 0 690 115 630 0 5 1290 605  
 Added Vol: 0 0 0 0 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 5 595 0 690 115 630 0 5 1290 605  
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 5 595 0 0 115 630 0 5 1290 605  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 5 595 0 0 115 630 0 5 1290 605  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 5 595 0 0 115 630 0 5 1290 605  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00  
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.40 0.00 0.00 0.08 0.21 0.00 0.00 0.43 0.40  
 Crit Volume: 5 595 115 645  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #21 PCH / Alameda St Ramp  
 \*\*\*\*\*  
 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: Alameda St Ramp PCH  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 300 0 240 235 1535 0 0 1325 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: 0 0 0 300 0 240 235 1535 0 0 1325 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: 0 0 0 300 0 240 235 1535 0 0 1325 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 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 300 0 240 235 1535 0 0 1325 250  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 300 0 240 235 1535 0 0 1325 250  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 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 0 300 0 240 235 1535 0 0 1325 250  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 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 2.52 0.48  
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3596 679  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.17 0.16 0.54 0.00 0.00 0.37 0.37  
 Crit Volume: 0 300 768 0  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #22 Pacific Coast Hwy / Site Entrance  
 \*\*\*\*\*  
 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: Site Entrance Pacific Coast Hwy  
 Approach: North Bound South 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 Ignore WideBypass Ignore  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 1 0 0 0 0 1 0 0 2 1 0 0 0 2 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 195 0 0 60 0 1920 60 0 1660 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 0 195 0 0 60 0 1920 60 0 1660 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 0 195 0 0 60 0 1920 60 0 1660 215  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 0 0 0 0 0 0 0 1920 60 0 1660 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 0 0 0 0 1920 60 0 1660 0  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 0 0 0 0 0 0 0 1920 60 0 1660 0  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 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 1.00 0.00 0.00 1.00 0.00 2.91 0.09 0.00 3.00 0.00  
 Final Sat.: 0 0 1200 0 0 1200 0 3491 109 0 3600 0  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.55 0.55 0.00 0.46 0.00  
 Crit Volume: 0 0 660 0  
 Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
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Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.988  
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 169 Level Of Service: E  
 \*\*\*\*\*  
 Street Name: Santa Fe Ave Pacific Coast Hwy  
 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: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 -----  
 Volume Module:  
 Base Vol: 5 580 120 10 425 125 210 1785 15 165 1325 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: 5 580 120 10 425 125 210 1785 15 165 1325 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: 5 580 120 10 425 125 210 1785 15 165 1325 110  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 580 120 10 425 125 210 1785 15 165 1325 110  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 580 120 10 425 125 210 1785 15 165 1325 110  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 580 120 10 425 125 210 1785 15 165 1325 110  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.18 0.08 0.01 0.13 0.08 0.13 0.56 0.01 0.10 0.41 0.07  
 Crit Moves: \*\*\*\* \*\*

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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 172 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 35 75 305 325 115 35 30 2025 25 75 1430 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: 35 75 305 325 115 35 30 2025 25 75 1430 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: 35 75 305 325 115 35 30 2025 25 75 1430 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: 35 75 305 325 115 35 30 2025 25 75 1430 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 75 305 325 115 35 30 2025 25 75 1430 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: 35 75 305 325 115 35 30 2025 25 75 1430 265

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.53 0.47
Final Sat.: 509 1091 1600 1182 418 1600 1600 4741 59 1600 4050 750

Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.43 0.43 0.05 0.35 0.35
Crit Moves: \*\*\*\* \*\*

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Year 2046 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Alameda St Ramp 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: 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

Volume Module:

Base Vol: 5 30 30 135 15 145 200 1040 0 5 905 475
Growth Adj: 1.00 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 30 30 135 15 145 200 1040 0 5 905 475
Added Vol: 0 0 0 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 30 30 135 15 145 200 1040 0 5 905 475
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 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 30 30 135 15 145 200 1040 0 5 905 475
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 30 135 15 145 200 1040 0 5 905 475
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 30 135 15 145 200 1040 0 5 905 475
OvlAdjVol: 330

Saturation Flow Module:

Sat/Lane: 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
Lanes: 0.15 0.93 0.92 1.80 0.20 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 246 1477 1477 2880 320 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.09 0.13 0.33 0.00 0.00 0.28 0.30
OvlAdjV/S: 0.21
Crit Moves: \*\*\*\* \*\*

## 2046 Plus Alternative 2: Reduced Project AM Peak Hour

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 Port of Los Angeles  
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 Year 2046 AM Peak - Reduced Project  
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Scenario: 2046 Reduced AM Peak  
 Scenario Report  
 Command: 2046 Reduced AM Peak  
 Volume: 2046 Reduced AM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

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 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 2	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.553	A xxxxx	0.553	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.990	E xxxxx	0.990	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.880	D xxxxx	0.880	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.814	D xxxxx	0.814	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B xxxxx	0.689	B xxxxx	0.689	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.397	A xxxxx	0.397	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.423	A xxxxx	0.423	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.436	A xxxxx	0.436	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.903	E xxxxx	0.903	+ 0.000 V/C



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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.695	B xxxxx	0.695	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.523	A xxxxx	0.523	+ 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  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633  
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 52 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Terminal Island Fwy		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
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:	5 610 0	0 485 945	0 0 0	0 15 485 290
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:	5 610 0	0 485 945	0 0 0	15 485 290
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:	5 610 0	0 485 945	0 0 0	15 485 290
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:	5 610 0	0 485 945	0 0 0	15 485 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 610 0	0 485 945	0 0 0	15 485 0
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:	5 610 0	0 485 945	0 0 0	15 485 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 0.15 0.33	0.00 0.00 0.00	0.01 0.15 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
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.470
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    32          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          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          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 0          500 0 0 0        615 290 0 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
Initial Bse:      0 0 0 0          500 0 0 0        615 290 0 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 0 0 0          500 0 0 0        615 290 0 0      0 0 0 0
User Adj:        1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:      0 0 0 0          500 0 0 0        615 290 0 0      0 0 0 0
Reduct Vol:      0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:     0 0 0 0          500 0 0 0        615 290 0 0      0 0 0 0
PCE Adj:         1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:     0 0 0 0          500 0 0 0        615 290 0 0      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 0      2880 3200 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00  0.16 0.00 0.00  0.21 0.09 0.00  0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

Port of Los Angeles  
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.553
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    37          Level Of Service:      A
*****
Street Name:      Pier S Ave          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       Split Phase     Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:            0 0 2 0 0        0 0 2 0 1        0 0 0 0 0        0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 275 0 0          0 0 375 10 0 0  0 0 1075 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:      0 275 0 0          0 0 375 10 0 0  0 0 1075 270
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:     0 275 0 0          0 0 375 10 0 0  0 0 1075 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:      0 275 0 0          0 0 375 10 0 0  0 0 1075 270
Reduct Vol:      0 0 0 0          0 0 0 0 0 0 0  0 0 0 0
Reduced Vol:     0 275 0 0          0 0 375 10 0 0  0 0 1075 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:     0 275 0 0          0 0 375 10 0 0  0 0 1075 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 0.90
Lanes:           0.00 2.00 0.00  0.00 2.00 1.00  0.00 0.00 0.00  0.00 2.00 2.00
Final Sat.:      0 3200 0 0          0 3200 1600  0 0 0 0 0  0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.09 0.00  0.00 0.12 0.01  0.00 0.00 0.00  0.00 0.34 0.09
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.402
Loss Time (sec):  10 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 375 0 0 275 530 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
Initial Bse:      0 0 0 375 0 0 275 530 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 0 0 375 0 0 275 530 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 375 0 0 275 530 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 375 0 0 275 530 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 375 0 0 275 530 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.17 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 #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.990
Loss Time (sec):  0 (Y+R=4.0 sec) Average Delay (sec/veh):  xxxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
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:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         755 0 785 0 0 0 0 3100 280 0 2355 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:      755 0 785 0 0 0 0 3100 280 0 2355 100
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:      755 0 785 0 0 0 0 3100 280 0 2355 100
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      755 0 0 0 0 0 0 3100 280 0 2355 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     755 0 0 0 0 0 0 3100 280 0 2355 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 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     755 0 0 0 0 0 0 3100 280 0 2355 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 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.20 0.00 0.55 0.00
Crit Volume:     378          0          1033          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
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: 0 435 280 0 440 0 0 0 0 540 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: 0 435 280 0 440 0 0 0 0 540 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: 0 435 280 0 440 0 0 0 0 540 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: 0 435 280 0 440 0 0 0 0 540 0 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 435 280 0 440 0 0 0 0 540 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: 0 435 280 0 440 0 0 0 0 540 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: 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 0

Capacity Analysis Module:  
 Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00  
 Crit Volume: 435 0 0 0 0 0 0 0 0 270  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 104 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:  
 Base Vol: 130 5 440 155 5 5 10 345 5 270 240 185  
 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: 130 5 440 155 5 5 10 345 5 270 240 185  
 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: 130 5 440 155 5 5 10 345 5 270 240 185  
 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: 130 5 440 155 5 5 10 345 0 270 240 185  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 130 5 440 155 5 5 10 345 0 270 240 185  
 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: 130 5 440 155 5 5 10 345 0 270 240 185

Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.06 1.94 1.00 0.78 0.69 0.53  
 Final Sat.: 2880 1600 1600 1600 1600 1600 90 3110 1600 1243 1105 852

Capacity Analysis Module:  
 Vol/Sat: 0.05 0.00 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor 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: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 145 120 130 90 70 105 40 925 30 50 1845 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: 145 120 130 90 70 105 40 925 30 50 1845 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: 145 120 130 90 70 105 40 925 30 50 1845 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: 145 120 130 90 70 105 40 925 30 50 1845 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 120 130 90 70 105 40 925 30 50 1845 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: 145 120 130 90 70 105 40 925 30 50 1845 275

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 1600 768 832 543 423 634 1600 4649 151 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.20 0.20 0.03 0.38 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name: Santa Fe 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: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 300 50 320 300 110 35 1135 255 75 1530 495
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 300 50 320 300 110 35 1135 255 75 1530 495
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 300 50 320 300 110 35 1135 255 75 1530 495
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 300 50 320 300 110 35 1135 255 75 1530 495
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 300 50 320 300 110 35 1135 255 75 1530 495
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 300 50 320 300 110 35 1135 255 75 1530 495

Saturation Flow Module:

Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.45 0.55 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3919 881 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.03 0.20 0.09 0.07 0.02 0.29 0.29 0.05 0.32 0.31
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #10 Anaheim St / E I St-W 9th St
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.847
Loss Time (sec):  12 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    83      Level Of Service:      D
*****
Street Name:      E I St - W 9th St      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:          Permitted      Permitted      Protected      Protected
Rights:           Ignore         Ignore         Include        Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           1 0 2 0 1      1 0 2 0 1      1 0 2 1 0      1 0 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        275 135 20 410 190 85 125 985 230 55 1120 475
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     275 135 20 410 190 85 125 985 230 55 1120 475
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    275 135 20 410 190 85 125 985 230 55 1120 475
User Adj:       1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     275 135 0 410 190 0 125 985 230 55 1120 475
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    275 135 0 410 190 0 125 985 230 55 1120 475
PCE Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    275 135 0 410 190 0 125 985 230 55 1120 475
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       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
Lanes:         1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.43 0.57 1.00 2.00 1.00
Final Sat.:    1600 3200 1600 1600 3200 1600 1600 3891 909 1600 3200 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.17 0.04 0.00 0.26 0.06 0.00 0.08 0.25 0.25 0.03 0.35 0.30
Crit Moves:     ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #11 Anaheim St / Farragut 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:    49      Level Of Service:      A
*****
Street Name:      Farragut 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:          Protected      Protected      Protected      Protected
Rights:           Include        Ovl           Include        Ovl
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 1 1 0 0 0 1 1 0 3 0 0 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 0 20 0 220 240 1320 0 0 1510 55
Growth Adj:     1.00 1.00 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 20 0 220 240 1320 0 0 1510 55
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 20 0 220 240 1320 0 0 1510 55
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 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 20 0 220 240 1320 0 0 1510 55
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 0 20 0 220 240 1320 0 0 1510 55
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 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 20 0 220 240 1320 0 0 1510 55
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 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 3.00 0.00 0.00 3.00 1.00
Final Sat.:    0 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.01 0.00 0.15 0.17 0.31 0.00 0.00 0.35 0.04
Crit Volume:    0 20 240 503
Crit Moves:     ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #12 Anaheim St / Henry Ford Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 111 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	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: 280 255 75 210 200 55 10 1365 350 45 1575 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: 280 255 75 210 200 55 10 1365 350 45 1575 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: 280 255 75 210 200 55 10 1365 350 45 1575 145  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 280 255 75 210 200 55 10 1365 350 45 1575 145  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 280 255 75 210 200 55 10 1365 350 45 1575 145  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 280 255 75 210 200 55 10 1365 350 45 1575 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: 1.57 1.43 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 2237 2038 1425 1425 3353 922 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:  
Vol/Sat: 0.13 0.13 0.05 0.15 0.06 0.06 0.01 0.48 0.00 0.03 0.55 0.10  
Crit Volume: 178 210 10 788  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #13 Anaheim St / Alameda St  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 60 Level Of Service: B

Street Name: Alameda St 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:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:  
Base Vol: 25 200 790 25 220 115 120 955 25 520 1220 55  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 25 200 790 25 220 115 120 955 25 520 1220 55  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 25 200 790 25 220 115 120 955 25 520 1220 55  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 25 200 790 25 220 115 120 955 25 520 1220 55  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 25 200 790 25 220 115 120 955 25 520 1220 55  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 25 200 790 25 220 115 120 955 25 520 1220 55

Saturation Flow Module:  
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09  
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

Capacity Analysis Module:  
Vol/Sat: 0.02 0.14 0.28 0.02 0.08 0.08 0.08 0.34 0.02 0.18 0.45 0.45  
Crit Volume: 200 25 120 638  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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	Ignore
Min. Green:	0 0 0 0	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:	155	495	160	120	465	20	80	5	205	130	5	80
Growth Adj:	1.00	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	495	160	120	465	20	80	5	205	130	5	80
Added Vol:	0	0	0	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	495	160	120	465	20	80	5	205	130	5	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	495	0	120	465	20	80	5	205	130	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	495	0	120	465	20	80	5	205	130	5	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	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	495	0	120	465	20	80	5	205	130	5	0

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	1.92	0.08	1.00	0.02	0.98	0.96	0.04	1.00
Final Sat.:	1375	2750	1375	2750	2637	113	1375	33	1342	1324	51	1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.18	0.00	0.04	0.18	0.18	0.06	0.15	0.15	0.10	0.10	0.00
Crit Volume:	155			243		210			135			
Crit Moves:	****			****		****			****			

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	5	5	65	95	5	105	75	410	5	135	505	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:	5	5	65	95	5	105	75	410	5	135	505	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:	5	5	65	95	5	105	75	410	5	135	505	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	65	95	5	105	75	410	5	135	505	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	75	410	5	135	505	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	75	410	5	135	505	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.31	1.67	0.02	0.38	1.42	0.20
Final Sat.:	1500	107	1393	1500	68	1432	459	2510	31	570	2134	296

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.16	0.16	0.16	0.24	0.24	0.24
Crit Volume:		70	95		75					355		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

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: 40 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 40 25 10 25 140 265 350 405 130 25 560 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: 40 25 10 25 140 265 350 405 130 25 560 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: 40 25 10 25 140 265 350 405 130 25 560 25  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 40 25 10 25 140 265 350 405 130 25 560 25  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 40 25 10 25 140 265 350 405 130 25 560 25  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 40 25 10 25 140 265 350 405 130 25 560 25

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.73 0.27 0.12 0.88 1.00 0.79 0.92 0.29 0.08 1.84 0.08  
Final Sat.: 1500 1100 400 174 1326 1500 1186 1373 441 123 2754 123

Capacity Analysis Module:  
Vol/Sat: 0.03 0.02 0.03 0.14 0.11 0.18 0.29 0.29 0.29 0.20 0.20 0.20  
Crit Volume: 40 265 350 305  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 25 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 120 15 95 25 15 10 10 755 45 85 710 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 15 95 25 15 10 10 755 45 85 710 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 15 95 25 15 10 10 755 45 85 710 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 15 95 25 15 10 10 755 45 85 710 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 120 15 95 25 15 10 10 755 45 85 710 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 15 95 25 15 10 10 755 45 85 710 15

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.14 0.86 1.00 0.60 0.40 0.02 1.87 0.11 0.21 1.75 0.04  
Final Sat.: 1500 205 1295 1500 900 600 37 2796 167 315 2630 56

Capacity Analysis Module:  
Vol/Sat: 0.08 0.07 0.07 0.02 0.02 0.02 0.27 0.27 0.27 0.27 0.27 0.27  
Crit Volume: 120 25 405 85  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 22 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 5 0 20 10 5 30 10 870 5 20 780 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: 5 0 20 10 5 30 10 870 5 20 780 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: 5 0 20 10 5 30 10 870 5 20 780 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: 5 0 20 10 5 30 10 870 5 20 780 5  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 5 0 20 10 5 30 10 870 5 20 780 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: 5 0 20 10 5 30 10 870 5 20 780 5

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: 0.40 0.60 1.00 0.22 0.11 0.67 0.02 1.97 0.01 0.05 1.94 0.01  
Final Sat.: 600 900 1500 333 167 1000 34 2949 17 75 2907 19

Capacity Analysis Module:  
Vol/Sat: 0.01 0.00 0.01 0.03 0.03 0.03 0.29 0.30 0.30 0.27 0.27 0.27  
Crit Volume: 5 45 443 20  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

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: 46 Level Of Service: B

Street Name: King Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 0 0 0 70 0 305 85 890 0 0 840 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 0 0 70 0 305 85 890 0 0 840 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 0 0 70 0 305 85 890 0 0 840 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 0 0 70 0 305 85 890 0 0 840 30  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 70 0 305 85 890 0 0 840 30  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 0 0 0 70 0 305 85 890 0 0 840 30

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.37 0.63 1.00 1.00 2.00 0.00 1.00 1.93 0.07  
Final Sat.: 0 1200 0 448 752 1200 1200 2400 0 1200 2317 83

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.25 0.07 0.37 0.00 0.00 0.36 0.36  
Crit Volume: 0 305 85 435  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

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: 55 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
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 Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 350 0 575 165 730 0 0 605 590
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 350 0 575 165 730 0 0 605 590
Added Vol: 0 0 0 0 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 0 350 0 575 165 730 0 0 605 590
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 350 0 0 165 730 0 0 605 590
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 350 0 0 165 730 0 0 605 590
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 350 0 0 165 730 0 0 605 590

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.11 0.24 0.00 0.00 0.20 0.39
Crit Volume: 0 350 165 590
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 0 0 230 0 235 205 1120 0 0 1065 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 0 230 0 235 205 1120 0 0 1065 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 0 230 0 235 205 1120 0 0 1065 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 0 230 0 235 205 1120 0 0 1065 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 230 0 235 205 1120 0 0 1065 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 0 230 0 235 205 1120 0 0 1065 190

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 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 3628 647

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.16 0.14 0.39 0.00 0.00 0.29 0.29
Crit Volume: 0 230 205 418
Crit Moves: \*\*\*\* \*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
Base Vol: 0 0 300 0 0 0 0 1570 0 0 1550 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 0 300 0 0 0 0 1570 0 0 1550 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 0 300 0 0 0 0 1570 0 0 1550 275  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1570 0 0 1550 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1570 0 0 1550 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1570 0 0 1550 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.44 0.00 0.00 0.43 0.00  
Crit Volume: 0 0 523 0  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 108 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
Base Vol: 145 315 95 15 445 115 115 1330 60 100 1475 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: 145 315 95 15 445 115 115 1330 60 100 1475 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: 145 315 95 15 445 115 115 1330 60 100 1475 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: 145 315 95 15 445 115 115 1330 60 100 1475 155  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 145 315 95 15 445 115 115 1330 60 100 1475 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: 145 315 95 15 445 115 115 1330 60 100 1475 155

Saturation Flow Module:  
Sat/Lane: 1600 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: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.09 0.10 0.06 0.01 0.14 0.07 0.07 0.42 0.04 0.06 0.46 0.10  
Crit Moves: \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.695  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 61 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	50	30	125	225	85	40	15	1400	25	115	1800	120
Growth Adj:	1.00	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	30	125	225	85	40	15	1400	25	115	1800	120
Added Vol:	0	0	0	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	30	125	225	85	40	15	1400	25	115	1800	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	30	125	225	85	40	15	1400	25	115	1800	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	30	125	225	85	40	15	1400	25	115	1800	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	30	125	225	85	40	15	1400	25	115	1800	120

Saturation Flow Module:

Sat/Lane:	1600	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:	0.62	0.38	1.00	0.73	0.27	1.00	1.00	2.95	0.05	1.00	2.81	0.19
Final Sat.:	1000	600	1600	1161	439	1600	1600	4716	84	1600	4500	300

Capacity Analysis Module:

Vol/Sat:	0.03	0.05	0.08	0.14	0.19	0.03	0.01	0.30	0.30	0.07	0.40	0.40
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 38 Level Of Service: A

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	1	1	0	2	0	1	0

Volume Module:

Base Vol:	5	25	10	70	110	110	140	755	10	50	780	485
Growth Adj:	1.00	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	10	70	110	110	140	755	10	50	780	485
Added Vol:	0	0	0	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	10	70	110	110	140	755	10	50	780	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	70	110	110	140	755	10	50	780	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	10	70	110	110	140	755	10	50	780	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	10	70	110	110	140	755	10	50	780	485
OvlAdjVol:												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:	0.25	1.25	0.50	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	400	2000	800	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.04	0.07	0.07	0.09	0.24	0.01	0.03	0.24	0.30
OvlAdjV/S:												0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2046 Plus Alternative 2: Reduced Project MD Peak Hour

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 Scenario Report  
 Scenario: 2046 Reduced MD Peak

Command: 2046 Reduced MD Peak  
 Volume: 2046 Reduced MD Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.538	A	xxxxx 0.538	+ 0.000 V/C
# 2	A	xxxxx 0.384	A	xxxxx 0.384	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 4	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx 0.692	B	xxxxx 0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.838	D	xxxxx 0.838	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx 0.845	D	xxxxx 0.845	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx 0.757	C	xxxxx 0.757	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx 0.737	C	xxxxx 0.737	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx 0.853	D	xxxxx 0.853	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.574	A	xxxxx 0.574	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.322	A	xxxxx 0.322	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.490	A	xxxxx 0.490	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.400	A	xxxxx 0.400	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.292	A	xxxxx 0.292	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.590	A	xxxxx 0.590	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.560	A	xxxxx 0.560	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.640	B	xxxxx 0.640	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A	xxxxx 0.517	A	xxxxx 0.517	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx 0.792	C	xxxxx 0.792	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.782	C	xxxxx 0.782	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.640	B	xxxxx 0.640	+ 0.000 V/C

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Intersection              Base          Future      Change
                          Del/    V/         Del/    V/         in
                          LOS Veh C     LOS Veh 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
*****
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:         Terminal Island Fwy          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:            0 535 0           0 305 785         0 0 0             15 370 150
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:         0 535 0           0 305 785         0 0 0             15 370 150
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:         0 535 0           0 305 785         0 0 0             15 370 150
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:         0 535 0           0 305 785         0 0 0             15 370 0
Reduct Vol:          0 0 0             0 0 0             0 0 0             0 0 0
Reduced Vol:        0 535 0           0 305 785         0 0 0             15 370 0
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:        0 535 0           0 305 785         0 0 0             15 370 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 0.27   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  
 \*\*\*\*\*  
 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  
 \*\*\*\*\*  

Approach:	North Bound			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	0	0	1	1	0	0	0

  

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	315	0	0	535	605	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	315	0	0	535	605	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	315	0	0	535	605	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	315	0	0	535	605	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	0	535	605	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	315	0	0	535	605	0	0	0	0

  

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	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:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #3 Pier S Ave / Ocean Blvd  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: A  
 \*\*\*\*\*  

Street Name:	Pier S Ave			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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

  

Volume Module:	Pier S Ave			Ocean Blvd								
Base Vol:	0	210	0	0	320	40	0	0	0	0	880	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:	0	210	0	0	320	40	0	0	0	0	880	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:	0	210	0	0	320	40	0	0	0	0	880	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:	0	210	0	0	320	40	0	0	0	0	880	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	210	0	0	320	40	0	0	0	0	880	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:	0	210	0	0	320	40	0	0	0	0	880	450

  

Saturation Flow Module:	Pier S Ave			Ocean Blvd								
Sat/Lane:	1600	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	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

  

Capacity Analysis Module:	Pier S Ave			Ocean Blvd								
Vol/Sat:	0.00	0.07	0.00	0.00	0.10	0.03	0.00	0.00	0.00	0.00	0.28	0.16
Crit Moves:	****			****			****			****		

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #4  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.467  
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 32 Level Of Service: A  
 \*\*\*\*\*  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Split Phase Split Phase Split Phase Split Phase  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0  
 Volume Module:  
 Base Vol: 0 0 0 0 320 0 0 210 820 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  
 Initial Bse: 0 0 0 0 320 0 0 210 820 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 0 320 0 0 210 820 0 0 0 0 0  
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 0 0 0 0 320 0 0 210 820 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 0 320 0 0 210 820 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  
 MLF Adj: 1.00 1.00 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 0 320 0 0 210 820 0 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 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00  
 Final Sat.: 0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.26 0.00 0.00 0.00 0.00  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #5 Seaside Ave / Navy Way  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.692  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 60 Level Of Service: B  
 \*\*\*\*\*  
 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: Permitted Permitted Protected Protected  
 Rights: Ignore Include Ovl Ignore  
 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 0 0 3 0 1  
 Volume Module:  
 Base Vol: 665 0 465 0 0 0 0 0 1960 15 0 1720 120  
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Initial Bse: 665 0 465 0 0 0 0 0 1960 15 0 1720 120  
 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: 665 0 465 0 0 0 0 0 1960 15 0 1720 120  
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 PHF Volume: 665 0 0 0 0 0 0 0 1960 15 0 1720 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 665 0 0 0 0 0 0 0 1960 15 0 1720 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 0.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
 FinalVolume: 665 0 0 0 0 0 0 0 1960 15 0 1720 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 0.00 3.00 1.00  
 Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.01 0.00 0.40 0.00  
 Crit Volume: 333 0 653 0  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.567  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 53 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 Control: Protected Protected Protected Protected  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0  
 Volume Module:  
 Base Vol: 0 555 440 0 465 0 0 0 0 505 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: 0 555 440 0 465 0 0 0 0 505 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: 0 555 440 0 465 0 0 0 0 505 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: 0 555 440 0 465 0 0 0 0 505 0 0  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 555 440 0 465 0 0 0 0 505 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: 0 555 440 0 465 0 0 0 0 505 0 0  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 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 0.39 0.31 0.00 0.16 0.00 0.00 0.00 0.00 0.18 0.00 0.00  
 Crit Volume: 555 0 0 0 0 0 0 0 0 253  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps  
 \*\*\*\*\*  
 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: Pier B St-Pico Ave I-710 Ramps-9th St  
 Approach: North Bound South Bound East 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: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0  
 Volume Module:  
 Base Vol: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 5 305 250 345  
 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: 85 5 270 170 5 5 10 315 0 305 250 345  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 85 5 270 170 5 5 10 315 0 305 250 345  
 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: 85 5 270 170 5 5 10 315 0 305 250 345  
 Saturation Flow Module:  
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600  
 Adjustment: 0.90 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 1.00 1.00 0.06 1.94 1.00 0.68 0.55 0.77  
 Final Sat.: 2880 1600 1600 1600 1600 1600 98 3102 1600 1084 889 1227  
 Capacity Analysis Module:  
 Vol/Sat: 0.03 0.00 0.17 0.11 0.00 0.00 0.10 0.10 0.00 0.28 0.28 0.28  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #8 Anaheim St / Harbor Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #9 Anaheim St / Santa Fe Ave
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Santa Fe Ave and Anaheim St.

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

Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. for Saturation Flow Module.

Table with columns for Vol/Sat and Crit Moves for Capacity Analysis Module.

Level Of Service Computation Report  
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #10 Anaheim St / E I St-W 9th St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.737  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 60 Level Of Service: C  
 \*\*\*\*\*  
 Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected  
 Rights: Ignore Ignore Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1  
 Volume Module:  
 Base Vol: 125 50 0 265 50 90 135 910 155 30 1125 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: 125 50 0 265 50 90 135 910 155 30 1125 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: 125 50 0 265 50 90 135 910 155 30 1125 410  
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 125 50 0 265 50 0 135 910 155 30 1125 410  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 125 50 0 265 50 0 135 910 155 30 1125 410  
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 125 50 0 265 50 0 135 910 155 30 1125 410  
 Saturation Flow Module:  
 Sat/Lane: 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  
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56 0.44 1.00 2.00 1.00  
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4101 699 1600 3200 1600  
 Capacity Analysis Module:  
 Vol/Sat: 0.08 0.02 0.00 0.17 0.02 0.00 0.08 0.22 0.22 0.02 0.35 0.26  
 Crit Moves: \*\*\*\*

Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #11 Anaheim St / Farragut Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.475  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 43 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Farragut 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: Protected Protected Protected Protected  
 Rights: Include Ovl Include Ovl  
 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 3 0 0 1  
 Volume Module:  
 Base Vol: 0 0 0 20 0 275 240 1345 0 0 1205 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: 0 0 0 20 0 275 240 1345 0 0 1205 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: 0 0 0 20 0 275 240 1345 0 0 1205 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: 0 0 0 20 0 275 240 1345 0 0 1205 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 275 240 1345 0 0 1205 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: 0 0 0 20 0 275 240 1345 0 0 1205 50  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00  
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.19 0.17 0.31 0.00 0.00 0.28 0.04  
 Crit Volume: 0 275 0 402  
 Crit Moves: \*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #12 Anaheim St / Henry Ford Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.853  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 126 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: 235 170 110 285 235 95 115 1310 235 100 1360 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: 235 170 110 285 235 95 115 1310 235 100 1360 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: 235 170 110 285 235 95 115 1310 235 100 1360 250  
 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: 235 170 110 285 235 95 115 1310 0 100 1360 250  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 235 170 110 285 235 95 115 1310 0 100 1360 250  
 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: 235 170 110 285 235 95 115 1310 0 100 1360 250  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 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 2.14 0.86 1.00 2.00 1.00 1.00 2.00 1.00  
 Final Sat.: 2481 1794 1425 1425 3044 1231 1425 2850 1425 1425 2850 1425  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.09 0.09 0.08 0.20 0.08 0.08 0.08 0.46 0.00 0.07 0.48 0.18  
 Crit Volume: 135 285 115 680  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #13 Anaheim St / Alameda St  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.574  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 44 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Alameda St 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: Permitted Permitted Protected Protected  
 Rights: Ovl Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 2 0 1 1 0  
 -----  
 Volume Module:  
 Base Vol: 5 110 545 35 90 105 65 1005 5 295 1135 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  
 Initial Bse: 5 110 545 35 90 105 65 1005 5 295 1135 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: 5 110 545 35 90 105 65 1005 5 295 1135 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  
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 PHF Volume: 5 110 545 35 90 105 65 1005 5 295 1135 50  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 5 110 545 35 90 105 65 1005 5 295 1135 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  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 5 110 545 35 90 105 65 1005 5 295 1135 50  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08  
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2730 120  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.08 0.19 0.02 0.03 0.07 0.05 0.35 0.00 0.10 0.42 0.42  
 Crit Volume: 273 35 65 593  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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:	Henry Ford Ave-SR 103 Ramp				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											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	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:	55	235	45	140	385	45	60	0	60	40	0	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:	55	235	45	140	385	45	60	0	60	40	0	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:	55	235	45	140	385	45	60	0	60	40	0	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	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	140	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	140	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	55	235	0	140	385	45	60	0	60	40	0	0

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	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 21 Level Of Service: A

\*\*\*\*\*

Street Name:	Broad Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	435	0	35	495	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	5	125	10	10	30	60	435	0	35	495	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	5	125	10	10	30	60	435	0	35	495	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	5	125	10	10	30	60	435	0	35	495	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	435	0	35	495	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	5	125	10	10	30	60	435	0	35	495	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:	1.00	0.04	0.96	1.00	0.25	0.75	0.24	1.76	0.00	0.12	1.76	0.12
Final Sat.:	1500	58	1442	1500	375	1125	364	2636	0	186	2628	186

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.17	0.16	0.00	0.19	0.19	0.19
Crit Volume:			130	10			60			283		
Crit Moves:			****	****			****			****		

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #16 Harry Bridges Blvd / Avalon Blvd  
 \*\*\*\*\*  
 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: 28 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Avalon Blvd Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 60 30 5 5 95 170 225 455 70 15 530 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: 60 30 5 5 95 170 225 455 70 15 530 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: 60 30 5 5 95 170 225 455 70 15 530 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: 60 30 5 5 95 170 225 455 70 15 530 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 60 30 5 5 95 170 225 455 70 15 530 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: 60 30 5 5 95 170 225 455 70 15 530 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.60 1.21 0.19 0.05 1.90 0.05  
 Final Sat.: 1500 1342 158 56 1444 1500 900 1820 280 80 2839 80  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.04 0.02 0.03 0.09 0.07 0.11 0.25 0.25 0.25 0.19 0.19 0.19  
 Crit Volume: 60 170 225 280  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #17 Harry Bridges Blvd / Fries Ave  
 \*\*\*\*\*  
 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: 24 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Fries Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 105 20 170 10 10 20 10 540 5 75 690 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: 105 20 170 10 10 20 10 540 5 75 690 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: 105 20 170 10 10 20 10 540 5 75 690 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: 105 20 170 10 10 20 10 540 5 75 690 15  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 105 20 170 10 10 20 10 540 5 75 690 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: 105 20 170 10 10 20 10 540 5 75 690 15  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 1.00 0.11 0.89 1.00 0.33 0.67 0.04 1.94 0.02 0.19 1.77 0.04  
 Final Sat.: 1500 158 1342 1500 500 1000 54 2919 27 288 2654 58  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.07 0.13 0.13 0.01 0.02 0.02 0.19 0.18 0.18 0.26 0.26 0.26  
 Crit Volume: 190 10 10 390  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*



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 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #18 Harry Bridges Blvd / Neptune Ave  
 \*\*\*\*\*  
 Cycle (sec): 100 Critical Vol./Cap.(X): 0.292  
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 20 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: Neptune Ave Harry Bridges Blvd  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----  
 Control: Permitted Permitted Permitted Permitted  
 Rights: Include Include Include Include  
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0  
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 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 0 15 10 0 15 15 665 5 10 775 10  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 15 10 0 15 15 665 5 10 775 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: 0 0 15 10 0 15 15 665 5 10 775 10  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 Lanes: 0.00 1.00 1.00 0.40 0.00 0.60 0.04 1.95 0.01 0.02 1.95 0.03  
 Final Sat.: 0 1500 1500 600 0 900 66 2912 22 38 2925 38  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.23 0.23 0.23 0.26 0.27 0.26  
 Crit Volume: 15 10 15 398  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

-----  
 Level Of Service Computation Report  
 Circular 212 Planning Method (Future Volume Alternative)  
 \*\*\*\*\*  
 Intersection #19 Harry Bridges Blvd / King Ave  
 \*\*\*\*\*  
 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: 35 Level Of Service: A  
 \*\*\*\*\*  
 Street Name: King Ave Harry Bridges Blvd  
 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 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0  
 -----  
 Volume Module:  
 Base Vol: 0 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 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 0 0 20 0 185 105 775 0 0 805 30  
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
 Reduced Vol: 0 0 0 20 0 185 105 775 0 0 805 30  
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
 FinalVolume: 0 0 0 20 0 185 105 775 0 0 805 30  
 -----  
 Saturation Flow Module:  
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
 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 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 1.93 0.07  
 Final Sat.: 0 1200 0 234 966 1200 1200 2400 0 1200 2314 86  
 -----  
 Capacity Analysis Module:  
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.15 0.09 0.32 0.00 0.00 0.35 0.35  
 Crit Volume: 0 185 105 418  
 Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*  
 \*\*\*\*\*

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

\*\*\*\*\*  
Intersection #20 Harry Bridges Blvd / Figueroa 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:	33	Level Of Service:	A

\*\*\*\*\*

Street Name:	Figueroa St				Harry Bridges 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	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

-----

Volume Module:	Figueroa St		Harry Bridges Blvd								
Base Vol:	0	0	335	0	570	90	475	0	0	580	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
Initial Bse:	0	0	335	0	570	90	475	0	0	580	415
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:	0	0	335	0	570	90	475	0	0	580	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	335	0	570	90	475	0	0	580	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	335	0	570	90	475	0	0	580	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
MLF Adj:	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	335	0	570	90	475	0	0	580	415

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Saturation Flow Module:	Figueroa St		Harry Bridges Blvd								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	3000	0	1500	3000	1500

-----

Capacity Analysis Module:	Figueroa St		Harry Bridges Blvd								
Vol/Sat:	0.00	0.00	0.22	0.00	0.00	0.06	0.16	0.00	0.00	0.19	0.28
Crit Volume:	0	0	335	0	570	90	475	0	0	580	415
Crit Moves:			****		****		****			****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #21 PCH / Alameda St Ramp  
\*\*\*\*\*

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:	Alameda St Ramp				PCH			
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	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0

-----

Volume Module:	Alameda St Ramp		PCH								
Base Vol:	0	0	165	0	135	250	1410	0	0	1265	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	165	0	135	250	1410	0	0	1265	225
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:	0	0	165	0	135	250	1410	0	0	1265	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	165	0	135	250	1410	0	0	1265	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	165	0	135	250	1410	0	0	1265	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	165	0	135	250	1410	0	0	1265	225

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Saturation Flow Module:	Alameda St Ramp		PCH								
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	2.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	1425	0	1425	2850	0	0	3629	646

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Capacity Analysis Module:	Alameda St Ramp		PCH								
Vol/Sat:	0.00	0.00	0.12	0.00	0.09	0.18	0.49	0.00	0.00	0.35	0.35
Crit Volume:	0	0	165	0	135	250	1410	0	0	1265	225
Crit Moves:			****		****		****			****	

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

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:	Site Entrance			Pacific Coast Hwy														
Approach:	North Bound		South Bound	East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected			Protected	Protected		Protected		Protected									
Rights:	Ignore			Ignore	WideBypass		Ignore		Ignore									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	1	0	0	0	1	0	0	2	1	0	0	0	2	1	0

Volume Module:  
Base Vol: 0 0 395 0 0 10 0 1850 10 0 1625 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: 0 0 395 0 0 10 0 1850 10 0 1625 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: 0 0 395 0 0 10 0 1850 10 0 1625 405  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 0 1850 10 0 1625 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 0 1850 10 0 1625 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1850 10 0 1625 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.00 1.00 0.00 2.98 0.02 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3581 19 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.52 0.00 0.45 0.00  
Crit Volume: 0 0 0 0 0 0 620 0  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

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

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 73 Level Of Service: C  
\*\*\*\*\*

Street Name:	Santa Fe Ave			Pacific Coast Hwy											
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:	Include		Include	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:  
Base Vol: 20 410 120 5 395 80 155 1395 35 0 1340 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  
Initial Bse: 20 410 120 5 395 80 155 1395 35 0 1340 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: 20 410 120 5 395 80 155 1395 35 0 1340 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  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 20 410 120 5 395 80 155 1395 35 0 1340 135  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 20 410 120 5 395 80 155 1395 35 0 1340 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  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 20 410 120 5 395 80 155 1395 35 0 1340 135

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.13 0.08 0.00 0.12 0.05 0.10 0.44 0.02 0.00 0.42 0.08  
Crit Moves: \*\*\*\* \*\*\*\*

\*\*\*\*\*

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.782  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 80 Level Of Service: C  
 \*\*\*\*\*

Street Name:	Harbor Ave			Pacific Coast Hwy		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	35	35	300	230	55	50	15	1490	25	110	1505	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:	35	35	300	230	55	50	15	1490	25	110	1505	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:	35	35	300	230	55	50	15	1490	25	110	1505	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:	35	35	300	230	55	50	15	1490	25	110	1505	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	300	230	55	50	15	1490	25	110	1505	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:	35	35	300	230	55	50	15	1490	25	110	1505	190

Saturation Flow Module:

Sat/Lane:	1600	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:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.95	0.05	1.00	2.66	0.34
Final Sat.:	800	800	1600	1291	309	1600	1600	4721	79	1600	4262	538

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.19	0.14	0.18	0.03	0.01	0.32	0.32	0.07	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 48 Level Of Service: B  
 \*\*\*\*\*

Street Name:	Alameda St Ramp			Sepulveda Blvd		
	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	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 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	30	25	30	85	125	230	730	25	80	620	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	30	85	125	230	730	25	80	620	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	30	85	125	230	730	25	80	620	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	30	85	125	230	730	25	80	620	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	30	85	125	230	730	25	80	620	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	30	85	125	230	730	25	80	620	575
OvlAdjVol:												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:	0.00	1.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.05	0.08	0.14	0.23	0.02	0.05	0.19	0.36
OvlAdjV/S:												0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

## 2046 Plus Alternative 2: Reduced Project PM Peak Hour

-----  
 Port of Los Angeles  
 SCIG  
 Year 2046 PM Peak - Reduced Project  
 -----

Scenario: 2046 Reduced PM Peak  
 Scenario Report  
 Command: 2046 Reduced PM Peak  
 Volume: 2046 Reduced PM Peak  
 Geometry: Future  
 Impact Fee: Default Impact Fee  
 Trip Generation: Default Trip Generation  
 Trip Distribution: Default Trip Distribution  
 Paths: Default Path  
 Routes: Default Route  
 Configuration: Default Configuration

-----  
 Port of Los Angeles  
 SCIG  
 Year 2046 PM Peak - Reduced Project  
 -----

Impact Analysis Report  
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 2	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.395	A xxxxx	0.395	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.680	B xxxxx	0.680	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.755	C xxxxx	0.755	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.941	E xxxxx	0.941	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.873	D xxxxx	0.873	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	F xxxxx	1.002	F xxxxx	1.002	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.895	D xxxxx	0.895	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 22 Pacific Coast Hwy / Site Entra	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.946	E xxxxx	0.946	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.908	E xxxxx	0.908	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.623	B xxxxx	0.623	+ 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  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492  
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		Ocean Blvd	
	North Bound	South Bound	East Bound	West Bound
Approach:	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:	5 610 0	0 235 750	0 0 0	0 20 250 380
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:	5 610 0	0 235 750	0 0 0	0 20 250 380
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:	5 610 0	0 235 750	0 0 0	0 20 250 380
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:	5 610 0	0 235 750	0 0 0	0 20 250 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	5 610 0	0 235 750	0 0 0	0 20 250 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	5 610 0	0 235 750	0 0 0	0 20 250 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 0.07 0.26	0.00 0.00 0.00	0.01 0.08 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
*****
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
*****
Approach:      North Bound      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 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 255 0 0 615 350 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
Initial Bse:   0 0 0 0 255 0 0 615 350 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 0 255 0 0 615 350 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
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 255 0 0 615 350 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 255 0 0 615 350 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
MLF Adj:      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 0 615 350 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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
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 0.08 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

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.395
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave      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      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 395 0 0 0 270 165 0 0 0 0 0 550 280
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:   0 395 0 0 0 270 165 0 0 0 0 0 550 280
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:   0 395 0 0 0 270 165 0 0 0 0 0 550 280
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:   0 395 0 0 0 270 165 0 0 0 0 0 550 280
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 395 0 0 0 270 165 0 0 0 0 0 550 280
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:  0 395 0 0 0 270 165 0 0 0 0 0 550 280
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     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 1.00 1.00 1.00 1.00 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.12 0.00 0.00 0.08 0.10 0.00 0.00 0.00 0.00 0.00 0.17 0.10
Crit Moves:   ****          ****          ****
*****
    
```



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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
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
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      270 0 0      395 695 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
Initial Bse:    0 0 0 0      270 0 0      395 695 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 0 0 0      270 0 0      395 695 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
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      270 0 0      395 695 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      270 0 0      395 695 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      270 0 0      395 695 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    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 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.09 0.00 0.00 0.25 0.22 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 #5 Seaside Ave / Navy Way
*****
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:    138         Level Of Service:      D
*****
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:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      660 0 870 0 0 0      0 2710 305 0 2495 120
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    660 0 870 0 0 0      0 2710 305 0 2495 120
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:   660 0 870 0 0 0      0 2710 305 0 2495 120
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    660 0 0 0 0 0      0 2710 305 0 2495 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0 0 0
Reduced Vol:   660 0 0 0 0 0      0 2710 305 0 2495 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 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   660 0 0 0 0 0      0 2710 305 0 2495 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 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.63 0.21 0.00 0.58 0.00
Crit Volume:   330          0          903          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp
\*\*\*\*\*

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: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 545 275 0 300 0 0 0 0 0 250 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
Initial Bse: 0 545 275 0 300 0 0 0 0 0 250 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: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 275 0 300 0 0 0 0 0 250 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
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 275 0 300 0 0 0 0 0 250 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: 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 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.19 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 0 0 125
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*
Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East 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 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 120 5 160 60 5 10 40 225 210 370 335 190
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: 120 5 160 60 5 10 40 225 210 370 335 190
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: 120 5 160 60 5 10 40 225 210 370 335 190
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: 120 5 160 60 5 10 40 225 0 370 335 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 5 160 60 5 10 40 225 0 370 335 190
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: 120 5 160 60 5 10 40 225 0 370 335 190

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 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 1.00 1.00 0.30 1.70 1.00 0.83 0.75 0.42
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1323 1198 679

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.10 0.04 0.00 0.01 0.08 0.08 0.00 0.28 0.28 0.28
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #8 Anaheim St / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 63 Level Of Service: C

Street Name: Harbor 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:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	55	55	125	190	40	135	30	1610	30	50	1645	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:	55	55	125	190	40	135	30	1610	30	50	1645	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:	55	55	125	190	40	135	30	1610	30	50	1645	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:	55	55	125	190	40	135	30	1610	30	50	1645	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	55	125	190	40	135	30	1610	30	50	1645	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:	55	55	125	190	40	135	30	1610	30	50	1645	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:	1.00	0.31	0.69	0.52	0.11	0.37	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	489	1111	833	175	592	1600	4712	88	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.11	0.11	0.12	0.23	0.23	0.02	0.34	0.34	0.03	0.34	0.13
Crit Moves:	****			****			****			****		

\*\*\*\*\*

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #9 Anaheim St / Santa Fe Ave  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941  
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 131 Level Of Service: E

Street Name: Santa Fe 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:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:

Base Vol:	15	280	110	505	265	155	85	1580	5	45	1385	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:	15	280	110	505	265	155	85	1580	5	45	1385	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:	15	280	110	505	265	155	85	1580	5	45	1385	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:	15	280	110	505	265	155	85	1580	5	45	1385	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	280	110	505	265	155	85	1580	5	45	1385	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:	15	280	110	505	265	155	85	1580	5	45	1385	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:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4785	15	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.09	0.07	0.32	0.08	0.10	0.05	0.33	0.33	0.03	0.29	0.27
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name: E I St - W 9th St 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: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 360 220 35 245 195 70 105 1440 465 25 1285 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: 360 220 35 245 195 70 105 1440 465 25 1285 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: 360 220 35 245 195 70 105 1440 465 25 1285 280
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 220 0 245 195 0 105 1440 465 25 1285 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 220 0 245 195 0 105 1440 465 25 1285 280
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 360 220 0 245 195 0 105 1440 465 25 1285 280

Saturation Flow Module:

Sat/Lane: 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
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3628 1172 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.23 0.07 0.00 0.15 0.06 0.00 0.07 0.40 0.40 0.02 0.40 0.17
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name: Farragut 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: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 1 1 0 0 0 1 1 0 3 0 0 1

Volume Module:

Base Vol: 0 0 0 60 0 395 225 1885 0 0 1740 80
Growth Adj: 1.00 1.00 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 60 0 395 225 1885 0 0 1740 80
Added Vol: 0 0 0 0 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 60 0 395 225 1885 0 0 1740 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 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 60 0 395 225 1885 0 0 1740 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 395 225 1885 0 0 1740 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 60 0 395 225 1885 0 0 1740 80

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.28 0.16 0.44 0.00 0.00 0.41 0.06
Crit Volume: 0 395 0 580
Crit Moves: \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

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

Volume Module:
Base Vol: 320 340 195 250 170 55 100 1755 265 80 1655 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: 320 340 195 250 170 55 100 1755 265 80 1655 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: 320 340 195 250 170 55 100 1755 265 80 1655 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: 320 340 195 250 170 55 100 1755 265 80 1655 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 320 340 195 250 170 55 100 1755 265 80 1655 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: 320 340 195 250 170 55 100 1755 265 80 1655 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: 1.45 1.55 1.00 1.00 2.27 0.73 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2073 2202 1425 1425 3230 1045 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.14 0.18 0.05 0.05 0.07 0.62 0.00 0.06 0.58 0.12
Crit Volume: 220 250 878 80
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name: Alameda St 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: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 25 275 830 30 435 175 120 1245 20 435 1530 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: 25 275 830 30 435 175 120 1245 20 435 1530 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: 25 275 830 30 435 175 120 1245 20 435 1530 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: 25 275 830 30 435 175 120 1245 20 435 1530 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 275 830 30 435 175 120 1245 20 435 1530 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 275 830 30 435 175 120 1245 20 435 1530 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:
Vol/Sat: 0.02 0.19 0.29 0.02 0.15 0.12 0.08 0.44 0.01 0.15 0.55 0.55
Crit Volume: 275 30 120 783
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp  
\*\*\*\*\*

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: Henry Ford Ave-SR 103 Ramp 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		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:  
Base Vol: 85 345 85 100 335 35 70 0 10 110 0 300  
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: 85 345 85 100 335 35 70 0 10 110 0 300  
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: 85 345 85 100 335 35 70 0 10 110 0 300  
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 85 345 0 100 335 35 70 0 10 110 0 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 85 345 0 100 335 35 70 0 10 110 0 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 85 345 0 100 335 35 70 0 10 110 0 0

Saturation Flow Module:  
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00  
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:  
Vol/Sat: 0.06 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00  
Crit Volume: 85 185 70 110  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #15 Harry Bridges Blvd / Broad Ave  
\*\*\*\*\*

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: 31 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd  
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
Lanes:	1	0	0	1	0	0	1	0

Volume Module:  
Base Vol: 10 5 210 90 5 200 145 580 0 65 535 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: 10 5 210 90 5 200 145 580 0 65 535 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: 10 5 210 90 5 200 145 580 0 65 535 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: 10 5 210 90 5 200 145 580 0 65 535 95  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 5 210 90 5 200 145 580 0 65 535 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: 10 5 210 90 5 200 145 580 0 65 535 95

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27  
Final Sat.: 1500 35 1465 1500 37 1463 600 2400 0 281 2309 410

Capacity Analysis Module:  
Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23  
Crit Volume: 215 90 145 348  
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\* \*\*\*\*

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #16 Harry Bridges Blvd / Avalon Blvd  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 70 Level Of Service: C

Street Name: Avalon Blvd Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	90	80	5	10	110	255	455	660	35	50	710	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:	90	80	5	10	110	255	455	660	35	50	710	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:	90	80	5	10	110	255	455	660	35	50	710	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:	90	80	5	10	110	255	455	660	35	50	710	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	660	35	50	710	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:	90	80	5	10	110	255	455	660	35	50	710	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:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1187	1722	91	192	2731	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.38	0.38	0.38	0.26	0.26	0.26
Crit Volume:	90					255	455			390		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #17 Harry Bridges Blvd / Fries Ave  
\*\*\*\*\*

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: 28 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	150	25	140	10	5	25	15	975	5	40	970	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:	150	25	140	10	5	25	15	975	5	40	970	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:	150	25	140	10	5	25	15	975	5	40	970	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:	150	25	140	10	5	25	15	975	5	40	970	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	140	10	5	25	15	975	5	40	970	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	140	10	5	25	15	975	5	40	970	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:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.96	0.01	0.08	1.85	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2940	15	115	2785	100

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.01	0.02	0.02	0.33	0.33	0.33	0.35	0.35	0.35
Crit Volume:	150					30	498			40		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #18 Harry Bridges Blvd / Neptune Ave  
\*\*\*\*\*

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: 28 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:  
Base Vol: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 15  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 60 0 45 10 5 30 20 935 30 15 1190 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: 60 0 45 10 5 30 20 935 30 15 1190 15

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Lanes: 1.00 0.14 0.86 0.22 0.11 0.67 0.04 1.90 0.06 0.02 1.96 0.02  
Final Sat.: 1500 214 1286 333 167 1000 61 2848 91 37 2926 37

Capacity Analysis Module:  
Vol/Sat: 0.04 0.00 0.03 0.03 0.03 0.03 0.33 0.33 0.33 0.41 0.41 0.41  
Crit Volume: 60 45 20 610  
Crit Moves: \*\*\*\* \*\*

Port of Los Angeles  
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #19 Harry Bridges Blvd / King Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 141 Level Of Service: D

Street Name: King Ave Harry Bridges Blvd  
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	0	1	0	1	0	1	0	1	1	0	1

Volume Module:  
Base Vol: 0 0 0 80 0 220 200 895 0 0 1000 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: 0 0 0 80 0 220 200 895 0 0 1000 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: 0 0 0 80 0 220 200 895 0 0 1000 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: 0 0 0 80 0 220 200 895 0 0 1000 315  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 80 0 220 200 895 0 0 1000 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: 0 0 0 80 0 220 200 895 0 0 1000 315

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
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 1.00 0.00 0.53 0.47 1.00 1.00 2.00 0.00 1.00 1.52 0.48  
Final Sat.: 0 1200 0 640 560 1200 1200 2400 0 1200 1825 575

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.17 0.37 0.00 0.00 0.55 0.55  
Crit Volume: 0 220 200 658  
Crit Moves: \*\*\*\* \*\*



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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
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 Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 575 0 690 115 640 0 0 1305 580
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 575 0 690 115 640 0 0 1305 580
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 0 575 0 690 115 640 0 0 1305 580
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 575 0 0 115 640 0 0 1305 580
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 575 0 0 115 640 0 0 1305 580
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 575 0 0 115 640 0 0 1305 580

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.08 0.21 0.00 0.00 0.44 0.39
Crit Volume: 0 575 115 653
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

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Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 0 0 270 0 240 235 1540 0 0 1320 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: 0 0 0 270 0 240 235 1540 0 0 1320 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: 0 0 0 270 0 240 235 1540 0 0 1320 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 270 0 240 235 1540 0 0 1320 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 270 0 240 235 1540 0 0 1320 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 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 0 270 0 240 235 1540 0 0 1320 230

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 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 3641 634

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.17 0.16 0.54 0.00 0.00 0.36 0.36
Crit Volume: 0 270 770 0
Crit Moves: \*\*\*\* \*\*\*\* \*\*\*\*

Port of Los Angeles  
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Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #22 Pacific Coast Hwy / Site Entrance  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539  
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 49 Level Of Service: A

Street Name: Site Entrance Pacific Coast Hwy  
Approach: North Bound South 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	Ignore	WideBypass	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 1	0 0 0 0 1	0 0 2 1 0	0 0 2 1 0

Volume Module:  
Base Vol: 0 0 195 0 0 0 0 1940 0 0 1695 240  
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
Initial Bse: 0 0 195 0 0 0 0 1940 0 0 1695 240  
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0  
Initial Fut: 0 0 195 0 0 0 0 1940 0 0 1695 240  
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
PHF Volume: 0 0 0 0 0 0 0 1940 0 0 1695 0  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 0 0 0 0 0 0 0 1940 0 0 1695 0  
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 0.00  
FinalVolume: 0 0 0 0 0 0 0 1940 0 0 1695 0

Saturation Flow Module:  
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500  
Adjustment: 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 1.00 0.00 0.00 1.00 0.00 3.00 0.00 0.00 3.00 0.00  
Final Sat.: 0 0 1200 0 0 1200 0 3600 0 0 3600 0

Capacity Analysis Module:  
Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.54 0.00 0.00 0.47 0.00  
Crit Volume: 0 0 647 0  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
Intersection #23 Pacific Coast Hwy / Santa Fe Ave  
\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946  
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
Optimal Cycle: 132 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy  
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:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:  
Base Vol: 10 580 120 10 425 125 210 1650 15 165 1275 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: 10 580 120 10 425 125 210 1650 15 165 1275 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: 10 580 120 10 425 125 210 1650 15 165 1275 110  
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
PHF Volume: 10 580 120 10 425 125 210 1650 15 165 1275 110  
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0  
Reduced Vol: 10 580 120 10 425 125 210 1650 15 165 1275 110  
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00  
FinalVolume: 10 580 120 10 425 125 210 1650 15 165 1275 110

Saturation Flow Module:  
Sat/Lane: 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  
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00  
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:  
Vol/Sat: 0.01 0.18 0.08 0.01 0.13 0.08 0.13 0.52 0.01 0.10 0.40 0.07  
Crit Moves: \*\*\*\* \*\*

\*\*\*\*\*

Port of Los Angeles  
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 Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #24 Pacific Coast Hwy / Harbor Ave  
 \*\*\*\*\*

Cycle (sec): 180 Critical Vol./Cap.(X): 0.908  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 144 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	35	75	305	325	115	35	30	1900	25	75	1380	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:	35	75	305	325	115	35	30	1900	25	75	1380	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:	35	75	305	325	115	35	30	1900	25	75	1380	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:	35	75	305	325	115	35	30	1900	25	75	1380	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	305	325	115	35	30	1900	25	75	1380	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:	35	75	305	325	115	35	30	1900	25	75	1380	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:	0.32	0.68	1.00	0.74	0.26	1.00	1.00	2.96	0.04	1.00	2.52	0.48
Final Sat.:	509	1091	1600	1182	418	1600	1600	4738	62	1600	4027	773

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.19	0.20	0.27	0.02	0.02	0.40	0.40	0.05	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Port of Los Angeles  
 SCIG  
 Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

\*\*\*\*\*  
 Intersection #25 Sepulveda Blvd / Alameda St Ramp  
 \*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623  
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx  
 Optimal Cycle: 46 Level Of Service: B

Street Name: Alameda St Ramp 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:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	30	30	35	15	145	200	1010	0	5	855	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	30	30	35	15	145	200	1010	0	5	855	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	30	30	35	15	145	200	1010	0	5	855	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	30	30	35	15	145	200	1010	0	5	855	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	30	35	15	145	200	1010	0	5	855	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	30	30	35	15	145	200	1010	0	5	855	420
OvlAdjVol:												275

Saturation Flow Module:

Sat/Lane:	1600	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	0.93	0.92	1.40	0.60	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	246	1477	1477	2240	960	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.09	0.13	0.32	0.00	0.00	0.27	0.26
OvlAdjV/S:												0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

\*\*\*\*\*

# 2046 Plus Alternative 2: Reduced Project PM Peak Hour MITIGATION

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

\*\*\*\*\*

Intersection #12 Anaheim St / Henry Ford Ave

\*\*\*\*\*

Cycle (sec): 100 Critical Vol./Cap.(X): 0.835
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: D

\*\*\*\*\*

Table with columns for Street Name (Henry Ford Ave, Anaheim St), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control, Rights, Min. Green, and Lanes.

Volume Module:

Table with 13 columns for various volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module:

Table with 13 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 13 columns for capacity analysis metrics: Vol/Sat, Crit Volume, Crit Moves.

\*\*\*\*\*

**Traffic Operations Analysis**  
**prepared for the Pacific Coast Highway Bridge Replacement (#53-399)**  
**and SCIG Site Driveway Alternatives Project**

**Baseline Conditions**

**Ramp, Weave and Segment Analysis**

2 eo SR-103 NB Ramps Existing2008\_AM\_Seg.txt

HCS+: Multi-lane Highways Release 5.4

Phone: Fax:  
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY  
Agency/Co: Iteris, Inc.  
Date: 10/18/2010  
Analysis Period: AM Peak Hour  
Highway: PCH  
From/To: e/o SR-103 NB Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	55.0 mph	55.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	55.0 mph	55.0 mph

VOLUME

Direction	1	2
Volume, V	1128 vph	1285 vph
Peak-hour factor, PHF	0.92	0.92
Peak 15-minute volume, v15	307	349
Trucks and buses	0 %	0 %
Recreational vehicles	0 %	0 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %
Segment length	0.00 mi	0.00 mi
Number of lanes	2	2
Driver population adjustment, fp	1.00	1.00
Trucks and buses PCE, ET	1.5	1.5
Recreational vehicles PCE, ER	1.2	1.2
Heavy vehicle adjustment, FHV	1.000	1.000
Flow rate, vp	613 pcphpl	698 pcphpl

RESULTS

Direction	1	2
	Page 1	

2 eo SR-103 NB Ramps Existing2008\_AM\_Seg.txt

Flow rate, vp	613	pcphpl	698	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	55.0	mph
Level of service, LOS	B		B	
Density, D	11.1	pc/mi/ln	12.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

1 wo E Road Existing2008\_AM\_Seg.txt  
HCS+: Multilane Highways Release 5.4

Phone: Fax:  
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY  
Agency/Co: Iteris, Inc.  
Date: 10/18/2010  
Analysis Period: AM Peak Hour  
Highway: PCH  
From/To: w/o E Rd Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	Direction 1		Direction 2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

	Direction 1		Direction 2	
Volume, V	1111	vph	1045	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	302		284	
Trucks and buses	0	%	0	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, FHV	1.000		1.000	
Flow rate, vp	402	pcphpl	567	pcphpl

RESULTS

Direction 1 Page 1      2

	1 wo E Road Existing2008_AM_Seg.txt			
Flow rate, vp	402	pcphpl	567	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	55.0	mph
Level of service, LOS	A		A	
Density, D	7.3	pc/mi/ln	10.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Page 2



2 no NB PCH On Ramp Existing2008\_AM\_Seg. txt  
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: AM Peak Hour  
Freeway/Direction: SR-103 NB  
From/To: n/o NB PCH On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	919	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	250	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	499	pc/h/l n

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	499	pc/h/l n
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	8.3	pc/mi /l n
Level of service, LOS	A	

2 no NB PCH On Ramp Existing2008\_AM\_Seg. txt  
Overall results are not computed when free-flow speed is less than 55 mph.

1 so NB PCH Off Ramp Existing2008\_AM\_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: AM Peak Hour  
Freeway/Direction: SR-103 NB  
From/To: s/o NB PCH Off Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	900	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	8.1	pc/mi/ln
Level of service, LOS	A	

1 so NB PCH Off Ramp Existing2008\_AM\_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

2 no SB PCH Off Ramp Existing2008\_AM\_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: AM Peak Hour  
Freeway/Direction: SR-103 SB  
From/To: n/o SB PCH Off Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	466	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	127	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	253	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	253	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	4.2	pc/mi/ln
Level of service, LOS	A	

2 no SB PCH Off Ramp Existing2008\_AM\_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

1 so SB PCH On Ramp Existing2008\_AM\_Seg. txt  
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: AM Peak Hour  
Freeway/Direction: SR-103 SB  
From/To: s/o SB PCH On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	600	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	163	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	326	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	326	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	5.4	pc/mi/ln
Level of service, LOS	A	

1 so SB PCH On Ramp Existing2008\_AM\_Seg. txt  
Overall results are not computed when free-flow speed is less than 55 mph.

2 eo SR-103 NB Ramps Existing2008\_PM\_Seg.txt

HCS+: Multi-lane Highways Release 5.4

Phone: Fax:  
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY  
Agency/Co: Iteris, Inc.  
Date: 10/18/2010  
Analysis Period: PM Peak Hour  
Highway: PCH  
From/To: e/o SR-103 NB Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	Direction	1	2
Lane width		12.0 ft	12.0 ft
Lateral clearance:			
Right edge		6.0 ft	6.0 ft
Left edge		6.0 ft	6.0 ft
Total lateral clearance		12.0 ft	12.0 ft
Access points per mile		0	0
Median type			
Free-flow speed:		Measured	Measured
FFS or BFFS		55.0 mph	55.0 mph
Lane width adjustment, FLW		0.0 mph	0.0 mph
Lateral clearance adjustment, FLC		0.0 mph	0.0 mph
Median type adjustment, FM		0.0 mph	0.0 mph
Access points adjustment, FA		0.0 mph	0.0 mph
Free-flow speed		55.0 mph	55.0 mph

VOLUME

	Direction	1	2
Volume, V		1486 vph	1231 vph
Peak-hour factor, PHF		0.92	0.92
Peak 15-minute volume, v15		404	335
Trucks and buses		0 %	0 %
Recreational vehicles		0 %	0 %
Terrain type		Level	Level
Grade		0.00 %	0.00 %
Segment length		0.00 mi	0.00 mi
Number of lanes		2	2
Driver population adjustment, fp		1.00	1.00
Trucks and buses PCE, ET		1.5	1.5
Recreational vehicles PCE, ER		1.2	1.2
Heavy vehicle adjustment, FHV		1.000	1.000
Flow rate, vp		807 pcphpl	669 pcphpl

RESULTS

Direction	1	2
	Page 1	

2 eo SR-103 NB Ramps Existing2008\_PM\_Seg.txt

Flow rate, vp	807	pcphpl	669	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	55.0	mph
Level of service, LOS	B		B	
Density, D	14.7	pc/mi/ln	12.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

1 wo E Road Existing2008\_PM\_Seg.txt  
HCS+: Multilane Highways Release 5.4

Phone: Fax:  
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY  
Agency/Co: Iteris, Inc.  
Date: 10/18/2010  
Analysis Period: PM Peak Hour  
Highway: PCH  
From/To: w/o E Rd Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	Direction 1		Direction 2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

	Direction 1		Direction 2	
Volume, V	1175	vph	1206	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	319		328	
Trucks and buses	0	%	0	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, FHV	1.000		1.000	
Flow rate, vp	425	pcphpl	655	pcphpl

RESULTS

Direction 1 Page 1      2

	1 wo E Road Existing2008_PM_Seg.txt		
Flow rate, vp	425	pcphpl	655 pcphpl
Free-flow speed, FFS	55.0	mph	55.0 mph
Avg. passenger-car travel speed, S	55.0	mph	55.0 mph
Level of service, LOS	A		B
Density, D	7.7	pc/mi/ln	11.9 pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Page 2

2 no NB PCH On Ramp Existing2008\_PM\_Seg. txt  
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: SR-103 NB  
From/To: n/o NB PCH On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	1313	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	357	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	714	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	714	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	11.9	pc/mi/ln
Level of service, LOS	B	

2 no NB PCH On Ramp Existing2008\_PM\_Seg. txt  
Overall results are not computed when free-flow speed is less than 55 mph.

1 so NB PCH Off Ramp Existing2008\_PM\_Seg.txt  
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: SR-103 NB  
From/To: s/o NB PCH Off Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	1300	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	353	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	707	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	707	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	11.8	pc/mi/ln
Level of service, LOS	B	

1 so NB PCH Off Ramp Existing2008\_PM\_Seg.txt  
Overall results are not computed when free-flow speed is less than 55 mph.



2 no SB PCH Off Ramp Existing2008\_PM\_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: SR-103 SB  
From/To: n/o SB PCH Off Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	850	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	231	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	462	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	462	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	7.7	pc/mi/ln
Level of service, LOS	A	

2 no SB PCH Off Ramp Existing2008\_PM\_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

1 so SB PCH On Ramp Existing2008\_PM\_Seg. txt  
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: LCY  
Agency or Company: Iteris, Inc.  
Date Performed: 10/18/2010  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: SR-103 SB  
From/To: s/o SB PCH On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	901	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	490	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	490	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	8.2	pc/mi/ln
Level of service, LOS	A	

1 so SB PCH On Ramp Existing2008\_PM\_Seg. txt  
Overall results are not computed when free-flow speed is less than 55 mph.

1.1 EB\_SR-1 to SB103\_Diverge\_Existing2008\_AM\_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: AM Peak Period  
Freeway/Dir of Travel: Eastbound SR-1  
Junction: EB SR-1 to SB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 3  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 1032 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 124 vph  
Length of first accel/decel lane: 210 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes  
Volume on adjacent ramp: 102 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1032	124	102	vph
Peak-hour factor, PHF	0.93	0.71	0.55	
Peak 15-min volume, v15	277	44	46	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1.1 EB\_SR-1 to SB103\_Diverge\_Existing2008\_AM\_Ramp.txt  
1110 175 185 pcph

Estimation of V12 Diverge Areas

$$L_{EO} = \text{(Equation 25-8 or 25-9)}$$

$$P = 0.724 \text{ Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P = 852 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1110	6750	No
$F_i = F$			
$v = v - v_{FO}$	935	6750	No
$F_O = F_R$			
$v_R$	175	1900	No
$v_R$	258 pc/h		(Equation 25-15 or 25-16)
$v_{3 \text{ or } av34}$			
$v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$			No
$v_{3 \text{ or } av34}$			
$v_{3 \text{ or } av34} > 1.5 v_{12} / 2$	12		No
If yes, $v_{12A} = 852$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
$v_{12}$	852	4400	No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 L_D = 9.7 \text{ pc/mi/ln}$   
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,  $D_S = 0.574$   
Space mean speed in ramp influence area,  $S_R = 47.5 \text{ mph}$   
Space mean speed in outer lanes,  $S_O = 60.3 \text{ mph}$   
Space mean speed for all vehicles,  $S = 50.0 \text{ mph}$

1 NB\_103 to EB\_SR-1\_Merge\_Existing2008\_AM\_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: Eastbound SR-1  
Junction: NB 103 to EB SR-1 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 3  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 1061 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 67 vph  
Length of first accel/decel lane 210 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 73 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 288 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1061	67	73	vph
Peak-hour factor, PHF	0.93	0.76	0.90	
Peak 15-min volume, v15	285	22	20	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1 NB\_103 to EB\_SR-1\_Merge\_Existing2008\_AM\_Ramp.txt  
1141 88 81 pcph

Estimation of V12 Merge Areas

L<sub>EO</sub> = -738.75 (Equation 25-2 or 25-3)  
P = 0.583 Using Equation 1  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 666 pc/h

Capacity Checks

v<sub>FO</sub> Actual 1229 Maximum 6750 LOS F? No  
v<sub>3 or av34</sub> v 475 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3 or av34</sub> > 2700 pc/h? No  
Is v<sub>3 or av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 666 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 666 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 10.0- pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.319  
Space mean speed in ramp influence area, S = 50.9 mph  
Space mean speed in outer lanes, R<sub>S</sub> = 55.0 mph  
Space mean speed for all vehicles, S<sub>O</sub> = 52.4 mph

3 WB\_SR-1 to NB103\_Diverge\_Existing2008\_AM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: AM Peak Period  
Freeway/Dir of Travel: Westbound SR-1  
Junction: WB SR-1 to NB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 3  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 1175 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 110 vph  
Length of first accel/decel lane: 200 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent ramp: 97 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1175	110	97	vph
Peak-hour factor, PHF	0.90	0.85	0.78	
Peak 15-min volume, v15	326	32	31	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 3 WB\_SR-1 to NB103\_Diverge\_Existing2008\_AM.txt  
1306 129 124 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P_{FD} = 0.721$  Using Equation 5  
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 978$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1306	6750	No
$v = v_{F0}$	1177	6750	No
$v = v_R$	129	1900	No
$v = v_{3 or av34}$	328 pc/h	(Equation 25-15 or 25-16)	
Is $v > 2700$ pc/h?		No	
Is $v > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 978$		(Equation 25-18)	

Flow Entering Diverge Influence Area

$v_{12}$  Actual: 978, Max Desirable: 4400, Violation? No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 L_D = 10.9$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,  $D_S = 0.570$   
Space mean speed in ramp influence area,  $S_R = 47.6$  mph  
Space mean speed in outer lanes,  $S_O = 60.3$  mph  
Space mean speed for all vehicles,  $S = 50.3$  mph

2 SB\_103 to WB\_SR-1\_Merge\_Existing2008\_AM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: Westbound SR-1  
Junction: SB 103 to WB SR-1 On Ramp  
Jurisdiction: City of Long Beach&Wilmingon  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 3  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 1193 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 92 vph  
Length of first accel/decel lane 350 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 79 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 250 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1193	92	79	vph
Peak-hour factor, PHF	0.90	0.86	0.89	
Peak 15-min volume, v15	331	27	22	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 2 SB\_103 to WB\_SR-1\_Merge\_Existing2008\_AM.txt  
1326 107 89 pcph

Estimation of V12 Merge Areas

L<sub>EO</sub> = -632.94 (Equation 25-2 or 25-3)  
P = 0.587 Using Equation 1  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 779 pc/h

Capacity Checks

v<sub>FO</sub> Actual 1433 Maximum 6750 LOS F? No  
v<sub>3 or av34</sub> 547 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3 or av34</sub> > 2700 pc/h? No  
Is v<sub>3 or av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 779 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 779 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R12</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 10.1 pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.313  
Space mean speed in ramp influence area, S<sub>R</sub> = 50.9 mph  
Space mean speed in outer lanes, S<sub>O</sub> = 54.8 mph  
Space mean speed for all vehicles, S<sub>0</sub> = 52.4 mph

5 WB SR1 to NB SR-103 Merge Existing 2008 AM Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: Northbound SR-103  
Junction: WB SR-1 to NB SR-103 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 2  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 809 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 110 vph  
Length of first accel/decel lane 210 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 97 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 280 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	809	110	97	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	225	31	27	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

5 WB SR1 to NB SR-103 Merge Existing 2008 AM Ramp.txt  
Flow rate, vp 899 122 108 pcph

Estimation of V12 Merge Areas

L<sub>E0</sub> = (Equation 25-2 or 25-3)  
P = 1.000 Using Equation 0  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 899 pc/h

Capacity Checks

v<sub>F0</sub> Actual 1021 Maximum 4500 LOS F? No  
v<sub>3</sub> or v<sub>av34</sub> 0 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3</sub> or v<sub>av34</sub> > 2700 pc/h? No  
Is v<sub>3</sub> or v<sub>av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 899 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 899 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 12.1 pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.321  
Space mean speed in ramp influence area, S<sub>R</sub> = 50.8 mph  
Space mean speed in outer lanes, S<sub>O</sub> = N/A mph  
Space mean speed for all vehicles, S = 50.8 mph

4 NB\_SR-103 to EB 1\_Diverge\_Existing2008\_AM\_Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: AM Peak Period  
Freeway/Dir of Travel: Northbound SR-103  
Junction: NB SR-103 to EB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	55.0	mph
Volume on freeway	833	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	25.0	mph
Volume on ramp	67	vph
Length of first accel/decel lane	150	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	73	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	320	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	833	67	73	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	231	19	20	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

4 NB\_SR-103 to EB 1\_Diverge\_Existing2008\_AM\_Ramp.txt  
Flow rate, vp 926 74 81 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P = 1.000$  Using Equation 0  
 $FD =$   
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 926$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	926	4500	No
$v_{Fi} = v_F$			
$v = v_F - v_R$	852	4500	No
$v_{FO} = v_F - v_R$			
$v = v_R$	74	1900	No
$v = v_R$	0	pc/h	(Equation 25-15 or 25-16)
$v_{3 or av34}$			
$v_{3 or av34} > 2700$ pc/h?			No
$v_{3 or av34}$			
$v_{3 or av34} > 1.5 v_{12}$	12		No
If yes, $v_{12A} = 926$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
$v_{12}$	926	4400	No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 \frac{L_D}{D} = 10.9$  pc/mi /ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	$D_S = 0.565$
Space mean speed in ramp influence area,	$S_R = 47.7$ mph
Space mean speed in outer lanes,	$S_O = N/A$ mph
Space mean speed for all vehicles,	$S = 47.7$ mph



7 EB SR103 to SB SR-103 Merge Existing 2008 AM Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: AM Peak Hour  
Freeway/Dir of Travel: Southbound SR-103  
Junction: EB SR-1 to SB SR-103 On Ramp  
Jurisdiction: City of Long Beach&Wilmingon  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 2  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 476 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 124 vph  
Length of first accel/decel lane 100 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 102 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 450 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	476	124	102	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	132	34	28	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

7 EB SR103 to SB SR-103 Merge Existing 2008 AM Ramp.txt  
Flow rate, vp 529 138 113 pcph

Estimation of V12 Merge Areas

$L_{EO} =$  (Equation 25-2 or 25-3)  
 $P_{FM} = 1.000$  Using Equation 0  
 $v_{12} = v_{FM} (P_{FM}) = 529$  pc/h

Capacity Checks

Actual 667 Maximum 4500 LOS F? No  
 $v_{FO} = 0$  pc/h (Equation 25-4 or 25-5)  
 $v_{3 \text{ or } av34} > 2700$  pc/h? No  
 $v_{3 \text{ or } av34} > 1.5 v_{12}$  No  
If yes,  $v_{12A} = 529$  (Equation 25-8)

Flow Entering Merge Influence Area

Actual 529 Max Desirable 4600 Violation? No  
 $v_{R12}$

Level of Service Determination (if not F)

Density,  $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{A} - 0.00627 L_{A} = 10.0$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,  $M_S = 0.324$   
Space mean speed in ramp influence area,  $S_R = 50.8$  mph  
Space mean speed in outer lanes,  $S_O = N/A$  mph  
Space mean speed for all vehicles,  $S = 50.8$  mph

6 SB SR-103 to WB SR-1\_Diverge\_Existing2008\_AM\_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: AM Peak Period  
Freeway/Dir of Travel: Southbound SR-103  
Junction: SB SR-103 to WB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 2  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 374 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 92 vph  
Length of first accel/decel lane: 180 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes  
Volume on adjacent ramp: 79 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 324 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	374	92	79	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	104	26	22	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

6 SB SR-103 to WB SR-1\_Diverge\_Existing2008\_AM\_Ramp.txt  
Flow rate, vp 416 102 88 pcph

Estimation of V12 Diverge Areas

$$L_{EO} = \text{(Equation 25-8 or 25-9)}$$

$$P = 1.000 \text{ Using Equation 0}$$

$$v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 416 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	416	4500	No
$v = v_{F0}$	314	4500	No
$v = v_{R0}$	102	1900	No
$v = v_{30}$	0	pc/h	(Equation 25-15 or 25-16)
Is $v_{30} > 2700$ pc/h?			No
Is $v_{30} > 1.5 v_{12}$ ?	12		No
If yes, $v_{12A} = 416$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
$v_{12}$	416	4400	No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_{D12} = 6.2$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,  $D_S = 0.567$   
Space mean speed in ramp influence area,  $S_R = 47.6$  mph  
Space mean speed in outer lanes,  $S_0 = N/A$  mph  
Space mean speed for all vehicles,  $S = 47.6$  mph

1. NB\_103 to EB\_SR-1\_Merge\_Existing2008\_PM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: Eastbound SR-1  
Junction: NB 103 to EB SR-1 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 3  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 1392 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 94 vph  
Length of first accel/decel lane 210 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 174 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 288 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1392	94	174	vph
Peak-hour factor, PHF	0.94	0.80	0.92	
Peak 15-min volume, v15	370	29	47	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1. NB\_103 to EB\_SR-1\_Merge\_Existing2008\_PM.txt  
1481 117 189 pcph

Estimation of V12 Merge Areas

L<sub>EO</sub> = -659.79 (Equation 25-2 or 25-3)  
P<sub>FM</sub> = 0.583 Using Equation 1  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 864 pc/h

Capacity Checks

v<sub>FO</sub> Actual 1598 Maximum 6750 LOS F? No  
v<sub>3 or av34</sub> 617 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3 or av34</sub> > 2700 pc/h? No  
Is v<sub>3 or av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 864 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 864 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R12</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 11.8 pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.321  
Space mean speed in ramp influence area, S<sub>R</sub> = 50.8 mph  
Space mean speed in outer lanes, S<sub>O</sub> = 54.6 mph  
Space mean speed for all vehicles, S<sub>0</sub> = 52.2 mph

1.1 EB\_SR-1 to SB103\_Diverge\_Existing2008\_PM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: PM Peak Period  
Freeway/Dir of Travel: Eastbound SR-1  
Junction: EB SR-1 to SB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 3  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 1300 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 191 vph  
Length of first accel/decel lane: 210 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes  
Volume on adjacent ramp: 92 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1300	191	92	vph
Peak-hour factor, PHF	0.94	0.94	0.55	
Peak 15-min volume, v15	346	51	42	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

1.1 EB\_SR-1 to SB103\_Diverge\_Existing2008\_PM.txt  
Flow rate, vp: 1383 203 167 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P_{FD} = 0.716$  Using Equation 5  
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 1048$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{12}$	1383	6750	No
$v_{Fi} = v_F$			
$v_{FO} = v_F - v_R$	1180	6750	No
$v_R$	203	1900	No
$v_{3 or av34}$	335 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 or av34} > 2700$ pc/h?		No	
Is $v_{3 or av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 1048$		(Equation 25-18)	

Flow Entering Diverge Influence Area

$v_{12}$ : Actual 1048, Max Desirable 4400, Violation? No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 L_D = 11.4$  pc/mi / ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,  $D_S = 0.576$   
Space mean speed in ramp influence area,  $S_R = 47.5$  mph  
Space mean speed in outer lanes,  $S_O = 60.3$  mph  
Space mean speed for all vehicles,  $S = 50.1$  mph

3 WB\_SR-1 to NB103\_Diverge\_Existing2008\_PM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: PM Peak Period  
Freeway/Dir of Travel: Westbound SR-1  
Junction: WB SR-1 to NB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 3  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 1123 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 108 vph  
Length of first accel/decel lane: 200 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes  
Volume on adjacent ramp: 175 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1123	108	175	vph
Peak-hour factor, PHF	0.93	0.88	0.84	
Peak 15-min volume, v15	302	31	52	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 3 WB\_SR-1 to NB103\_Diverge\_Existing2008\_PM.txt  
1208 123 208 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P = 0.724$  Using Equation 5  
 $FD =$   
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 909$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1208	6750	No
$F_i = F$			
$v = v - v_{FO}$	1085	6750	No
$F_O = F - R$			
$v_R$	123	1900	No
$v_R$	299		
$v_{3 \text{ or } av34}$			(Equation 25-15 or 25-16)
$I_s v_{3 \text{ or } av34} > 2700$ pc/h?		No	
$I_s v_{3 \text{ or } av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 909$			(Equation 25-18)

Flow Entering Diverge Influence Area

$v_{12}$  Actual: 909, Max Desirable: 4400, Violation?: No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 \frac{L_D}{D} = 10.3$  pc/mi / ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,  $D_S = 0.569$   
Space mean speed in ramp influence area,  $S = 47.6$  mph  
Space mean speed in outer lanes,  $S_R = 60.3$  mph  
Space mean speed for all vehicles,  $S_O = 50.2$  mph

2 SB\_103 to WB\_SR-1\_Merge\_Existing2008\_PM.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: Westbound SR-1  
Junction: SB 103 to WB SR-1 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 3  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 1233 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 123 vph  
Length of first accel/decel lane 350 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 75 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 250 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1233	123	75	vph
Peak-hour factor, PHF	0.93	0.74	0.82	
Peak 15-min volume, v15	331	42	23	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 2 SB\_103 to WB\_SR-1\_Merge\_Existing2008\_PM.txt  
1326 166 91 pcph

Estimation of V12 Merge Areas

L<sub>EO</sub> = -620.31 (Equation 25-2 or 25-3)  
P<sub>FM</sub> = 0.587 Using Equation 1  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 779 pc/h

Capacity Checks

v<sub>FO</sub> Actual 1492 Maximum 6750 LOS F? No  
v<sub>3</sub> v<sub>av34</sub> 547 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3</sub> v<sub>av34</sub> > 2700 pc/h? No  
Is v<sub>3</sub> v<sub>av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 779 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 779 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 10.6 pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.314  
Space mean speed in ramp influence area, S<sub>R</sub> = 50.9 mph  
Space mean speed in outer lanes, S<sub>O</sub> = 54.8 mph  
Space mean speed for all vehicles, S<sub>0</sub> = 52.3 mph

5 WB SR1 to NB SR-103 Merge Existing 2008 PM Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: Northbound SR-103  
Junction: WB SR-1 to NB SR-103 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 2  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 1129 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 110 vph  
Length of first accel/decel lane 210 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 97 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 280 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1129	110	97	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	314	31	27	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

5 WB SR1 to NB SR-103 Merge Existing 2008 PM Ramp.txt  
Flow rate, vp 1254 122 108 pcph

Estimation of V12 Merge Areas

L<sub>E0</sub> = (Equation 25-2 or 25-3)  
P = 1.000 Using Equation 0  
v<sub>12</sub> = v<sub>F</sub> (P<sub>FM</sub>) = 1254 pc/h

Capacity Checks

v<sub>F0</sub> Actual 1376 Maximum 4500 LOS F? No  
v<sub>3</sub> or v<sub>av34</sub> 0 pc/h (Equation 25-4 or 25-5)  
Is v<sub>3</sub> or v<sub>av34</sub> > 2700 pc/h? No  
Is v<sub>3</sub> or v<sub>av34</sub> > 1.5 v<sub>12</sub> /2 No  
If yes, v<sub>12A</sub> = 1254 (Equation 25-8)

Flow Entering Merge Influence Area

v<sub>R12</sub> Actual 1254 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v<sub>R</sub> + 0.0078 v<sub>A</sub> - 0.00627 L<sub>A</sub> = 14.8 pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M<sub>S</sub> = 0.326  
Space mean speed in ramp influence area, S<sub>R</sub> = 50.8 mph  
Space mean speed in outer lanes, S<sub>O</sub> = N/A mph  
Space mean speed for all vehicles, S = 50.8 mph

4 NB\_SR-103 to EB 1\_Diverge\_Existing2008\_PM\_Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: PM Peak Period  
Freeway/Dir of Travel: Northbound SR-103  
Junction: NB SR-103 to EB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 2  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 1206 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 94 vph  
Length of first accel/decel lane: 150 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent ramp: 174 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 320 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1206	94	174	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	335	26	48	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

4 NB\_SR-103 to EB 1\_Diverge\_Existing2008\_PM\_Ramp.txt  
Flow rate, vp 1340 104 193 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P = 1.000$  Using Equation 0  
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 1340$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1340	4500	No
$v = v_F - v_R$	1236	4500	No
$v_R$	104	1900	No
$v_{3 \text{ or } av34}$	0	pc/h	(Equation 25-15 or 25-16)
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12}$ ?	12	No	
If yes, $v_{12A} = 1340$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
$v_{12}$	1340	4400	No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_R - 0.009 \frac{L_D}{D} = 14.4$  pc/mi /ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,  $D = 0.567$   
Space mean speed in ramp influence area,  $S = 47.6$  mph  
Space mean speed in outer lanes,  $S = N/A$  mph  
Space mean speed for all vehicles,  $S = 47.6$  mph



7 EB SR103 to SB SR-103 Merge Existing 2008 PM Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Merge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 2/13/2008  
Analysis time period: PM Peak Hour  
Freeway/Dir of Travel: Southbound SR-103  
Junction: EB SR-1 to SB SR-103 On Ramp  
Jurisdiction: City of Long Beach&Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge  
Number of lanes in freeway 2  
Free-flow speed on freeway 55.0 mph  
Volume on freeway 710 vph

On Ramp Data

Side of freeway Right  
Number of lanes in ramp 1  
Free-flow speed on ramp 25.0 mph  
Volume on ramp 191 vph  
Length of first accel/decel lane 100 ft  
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes  
Volume on adjacent Ramp 92 vph  
Position of adjacent Ramp Upstream  
Type of adjacent Ramp Off  
Distance to adjacent Ramp 450 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	710	191	92	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	197	53	26	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

7 EB SR103 to SB SR-103 Merge Existing 2008 PM Ramp.txt  
Flow rate, vp 789 212 102 pcph

Estimation of V12 Merge Areas

$L_{EO} =$  (Equation 25-2 or 25-3)  
 $P_{FM} = 1.000$  Using Equation 0  
 $v_{12} = v_{F_{FM}}(P_{FM}) = 789$  pc/h

Capacity Checks

Actual 1001 Maximum 4500 LOS F? No  
 $v_{FO} = 0$  pc/h (Equation 25-4 or 25-5)  
 $v_{3 \text{ or } av34} > 2700$  pc/h? No  
 $v_{3 \text{ or } av34} > 1.5 v_{12}$  No  
If yes,  $v_{12A} = 789$  (Equation 25-8)

Flow Entering Merge Influence Area

Actual 789 Max Desirable 4600 Violation? No  
v R12

Level of Service Determination (if not F)

Density,  $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{A12} - 0.00627 L_{A12} = 12.6$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,  $M_S = 0.327$   
Space mean speed in ramp influence area,  $S_R = 50.8$  mph  
Space mean speed in outer lanes,  $S_O = N/A$  mph  
Space mean speed for all vehicles,  $S = 50.8$  mph

6 SB SR-103 to WB SR-1\_Diverge\_Existing2008\_PM\_Ramp.txt  
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:  
E-mail:

Diverge Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date performed: 1/29/2008  
Analysis time period: PM Peak Period  
Freeway/Dir of Travel: Southbound SR-103  
Junction: SB SR-103 to WB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge  
Number of lanes in freeway: 2  
Free-flow speed on freeway: 55.0 mph  
Volume on freeway: 727 vph

Off Ramp Data

Side of freeway: Right  
Number of lanes in ramp: 1  
Free-flow speed on ramp: 25.0 mph  
Volume on ramp: 123 vph  
Length of first accel/decel lane: 180 ft  
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes  
Volume on adjacent ramp: 75 vph  
Position of adjacent ramp: Downstream  
Type of adjacent ramp: On  
Distance to adjacent ramp: 324 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	727	123	75	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	202	34	21	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

6 SB SR-103 to WB SR-1\_Diverge\_Existing2008\_PM\_Ramp.txt  
Flow rate, vp 808 137 83 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$  (Equation 25-8 or 25-9)  
 $P = 1.000$  Using Equation 0  
 $FD =$   
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 808$  pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	808	4500	No
$v_{Fi} = v_F$			
$v = v_F - v_{FO}$	671	4500	No
$v_{R} = v_{R}$	137	1900	No
$v_{R} = v_{R}$	0		
$v_{3 or av34}$			(Equation 25-15 or 25-16)
$I_s v_{3 or av34} > 2700$ pc/h?			No
$I_s v_{3 or av34} > 1.5 v_{12}$	12		No
If yes, $v_{12A} = 808$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
$v_{12}$	808	4400	No

Level of Service Determination (if not F)

Density,  $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 9.6$  pc/mi/ln  
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,  $D_S = 0.570$   
Space mean speed in ramp influence area,  $S = 47.6$  mph  
Space mean speed in outer lanes,  $S = N/A$  mph  
Space mean speed for all vehicles,  $S = 47.6$  mph

5 SB SR-103 to EB SR-1\_WB SR-1 to SB SR-103 Existing 2008\_AM.txt  
HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 10/14/2010  
Analysis Time Period: AM Peak Period  
Freeway/Dir of Travel: SB 103  
Weaving Location: SB SR103-EBSR-1 & WBSR1-SB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph  
Weaving number of lanes, N 2  
Weaving segment length, L 1030 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.40  
Weaving ratio, R 0.44

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	272	0	102	79	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v <sub>15</sub>	76	0	28	22	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	1.000	1.000	1.000	1.000	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	302	0	113	87	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W <sub>i</sub>	0.26	0.10
Weaving and non-weaving speeds, S <sub>i</sub>	50.73	56.02
Number of lanes required for unconstrained operation, N <sub>w</sub> (Exhibit 24-7)		0.79
Maximum number of lanes, N <sub>w</sub> (max) (Exhibit 24-7)		1.40

5 SB SR-103 to EB SR-1\_WB SR-1 to SB SR-103 Existing 2008\_AM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.79 mph  
Weaving segment density, D 4.67 pc/mi/ln  
Level of service, LOS A  
Capacity of base condition, c<sub>b</sub> pc/h  
Capacity as a 15-minute flow rate, c pc/h  
Capacity as a full-hour volume, c<sub>h</sub> pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V <sub>w</sub>	200	2800	a
Average flow rate (pcphpl)	251	2250	b
Volume ratio, VR	0.40	1.00	c
Weaving ratio, R	0.44	N/A	d
Weaving length (ft)	1030	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 10/14/2010  
Analysis Time Period: AM Peak Period  
Freeway/Dir of Travel: NB 103  
Weaving Location: NB SR103-WBSR1&EBSR1-NBSR103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph  
Weaving number of lanes, N 2  
Weaving segment length, L 1075 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.19  
Weaving ratio, R 0.43

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	736	0	73	97	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v <sub>15</sub>	204	0	20	27	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	817	0	81	107	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.34	0.12
Weaving and non-weaving speeds, Si	48.51	55.17
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.53
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.79 mph  
Weaving segment density, D 9.34 pc/mi/ln  
Level of service, LOS A  
Capacity of base condition, cb pc/h  
Capacity as a 15-minute flow rate, c pc/h  
Capacity as a full-hour volume, ch pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	188	2800	a
Average flow rate (pcphpl)	502	2250	b
Volume ratio, VR	0.19	1.00	c
Weaving ratio, R	0.43	N/A	d
Weaving length (ft)	1075	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

3 WB SR-1 to SB 103\_NB 103to WB SR-1 Existing 2008\_AM.txt  
HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 1/29/2008  
Analysis Time Period: AM Peak Period  
Freeway/Dir of Travel: SR-1 Westbound  
Weaving Location: WB SR-1-SB103 & NB103-WB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph  
Weaving number of lanes, N 3  
Weaving segment length, L 250 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.14 Multilane or C-D  
Weaving ratio, R 0.45

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	1096	0	97	79	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	
Peak 15-min volume, v <sub>15</sub>	304	0	27	22	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	1.000	1.000	1.000	1.000	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	1217	0	107	88	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W <sub>i</sub>	0.94	0.28
Weaving and non-weaving speeds, S <sub>i</sub>	30.45	38.46
Number of lanes required for unconstrained operation, N <sub>w</sub> (Exhibit 24-7)		0.58
Maximum number of lanes, N <sub>w</sub> (max) (Exhibit 24-7)		1.40

3 WB SR-1 to SB 103\_NB 103to WB SR-1 Existing 2008\_AM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 37.12 mph  
Weaving segment density, D 12.68 pc/mi/ln  
Level of service, LOS B  
Capacity of base condition, c<sub>b</sub> 4645 pc/h  
Capacity as a 15-minute flow rate, c 4645 pc/h  
Capacity as a full-hour volume, c<sub>h</sub> 4178 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V <sub>w</sub>	195	2800	a
Average flow rate (pcphpl)	470		b
Volume ratio, VR	0.14	0.45	c
Weaving ratio, R	0.45	N/A	d
Weaving length (ft)	250	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

2 EB SR-1 to NB 103\_SB 103 to EB SR-1 Existing 2008\_AM.txt

HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 1/29/2008  
Analysis Time Period: AM Peak Period  
Freeway/Dir of Travel: SR-1 Eastbound  
Weaving Location: EB SR-1-NB103 & SB103-EB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph  
Weaving number of lanes, N 3  
Weaving segment length, L 270 ft  
Terrain type Level  
Grade Length %  
Weaving type A Multilane or C-D  
Volume ratio, VR 0.21  
Weaving ratio, R 0.30

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	959	0	102	73	
Peak-hour factor, PHF	0.93	0.90	0.55	0.90	
Peak 15-min volume, v <sub>15</sub>	258	0	46	20	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	1.000	1.000	1.000	1.000	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	1031	0	185	81	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W <sub>i</sub>	0.92	0.30
Weaving and non-weaving speeds, S <sub>i</sub>	30.59	38.15
Number of lanes required for unconstrained operation, N <sub>w</sub> (Exhibit 24-7)		0.74
Maximum number of lanes, N <sub>w</sub> (max) (Exhibit 24-7)		1.40

2 EB SR-1 to NB 103\_SB 103 to EB SR-1 Existing 2008\_AM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 36.31 mph  
Weaving segment density, D 11.91 pc/mi/ln  
Level of service, LOS A  
Capacity of base condition, cb 4389 pc/h  
Capacity as a 15-minute flow rate, c 4389 pc/h  
Capacity as a full-hour volume, ch 3923 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V <sub>w</sub>	266	2800	a
Average flow rate (pcphpl)	432		b
Volume ratio, VR	0.21	0.45	c
Weaving ratio, R	0.30	N/A	d
Weaving length (ft)	270	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

5 SB SR-103 to EB SR-1\_WB SR-1 to SB SR-103 Existing 2008\_PM.txt  
HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 10/14/2010  
Analysis Time Period: PM Peak Period  
Freeway/Dir of Travel: SB 103  
Weaving Location: SB SR103-EBSR-1 & WBSR1-SB 103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph  
Weaving number of lanes, N 2  
Weaving segment length, L 1030 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.21  
Weaving ratio, R 0.45

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	635	0	92	75	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v <sub>15</sub>	176	0	26	21	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	1.000	1.000	1.000	1.000	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	705	0	102	83	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W <sub>i</sub>	0.33	0.11
Weaving and non-weaving speeds, S <sub>i</sub>	48.90	55.41
Number of lanes required for unconstrained operation, N <sub>w</sub> (Exhibit 24-7)		0.56
Maximum number of lanes, N <sub>w</sub> (max) (Exhibit 24-7)		1.40

5 SB SR-103 to EB SR-1\_WB SR-1 to SB SR-103 Existing 2008\_PM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.92 mph  
Weaving segment density, D 8.25 pc/mi/ln  
Level of service, LOS A  
Capacity of base condition, c<sub>b</sub> pc/h  
Capacity as a 15-minute flow rate, c pc/h  
Capacity as a full-hour volume, c<sub>h</sub> pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V <sub>w</sub>	185	2800	a
Average flow rate (pcphpl)	445	2250	b
Volume ratio, VR	0.21	1.00	c
Weaving ratio, R	0.45	N/A	d
Weaving length (ft)	1030	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 10/14/2010  
Analysis Time Period: PM Peak Period  
Freeway/Dir of Travel: NB 103  
Weaving Location: NB SR103-WBSR1&EBSR1-NBSR103  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description:

Inputs

Freeway free-flow speed, SFF 55 mph  
Weaving number of lanes, N 2  
Weaving segment length, L 1075 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.25  
Weaving ratio, R 0.50

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	1031	0	175	174	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v <sub>15</sub>	286	0	49	48	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fhv	1.000	1.000	1.000	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	1145	0	194	193	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.58	0.26
Weaving and non-weaving speeds, Si	43.47	50.78
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.66
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 48.71 mph  
Weaving segment density, D 15.73 pc/mi/ln  
Level of service, LOS B  
Capacity of base condition, cb pc/h  
Capacity as a 15-minute flow rate, c pc/h  
Capacity as a full-hour volume, ch pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	387	2800	a
Average flow rate (pcphpl)	766	2250	b
Volume ratio, VR	0.25	1.00	c
Weaving ratio, R	0.50	N/A	d
Weaving length (ft)	1075	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.



3 WB SR-1 to SB 103\_NB 103to WB SR-1 Existing 2008\_PM.txt  
HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 1/29/2008  
Analysis Time Period: PM Peak Period  
Freeway/Dir of Travel: SR-1 Westbound  
Weaving Location: WB SR-1-SB103 & NB103-WB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph  
Weaving number of lanes, N 3  
Weaving segment length, L 250 ft  
Terrain type Level  
Grade Length %  
Weaving type A mi  
Volume ratio, VR 0.19 Multilane or C-D  
Weaving ratio, R 0.30

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	1048	0	175	75	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	
Peak 15-min volume, v <sub>15</sub>	291	0	49	21	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f <sub>HV</sub>	1.000	1.000	1.000	1.000	
Driver population adjustment, f <sub>P</sub>	1.00	1.00	1.00	1.00	
Flow rate, v	1164	0	194	84	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W <sub>i</sub>	1.07	0.35
Weaving and non-weaving speeds, S <sub>i</sub>	29.52	37.30
Number of lanes required for unconstrained operation, N <sub>w</sub> (Exhibit 24-7)		0.72
Maximum number of lanes, N <sub>w</sub> (max) (Exhibit 24-7)		1.40

3 WB SR-1 to SB 103\_NB 103to WB SR-1 Existing 2008\_PM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 35.50 mph  
Weaving segment density, D 13.54 pc/mi/ln  
Level of service, LOS B  
Capacity of base condition, cb 4415 pc/h  
Capacity as a 15-minute flow rate, c 4415 pc/h  
Capacity as a full-hour volume, ch 3971 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V <sub>w</sub>	278	2800	a
Average flow rate (pcphpl)	480		b
Volume ratio, VR	0.19	0.45	c
Weaving ratio, R	0.30	N/A	d
Weaving length (ft)	250	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

2 EB SR-1 to NB 103\_SB 103 to EB SR-1 Existing 2008\_PM.txt

HCS+: Freeway Weaving Release 5.4

Phone: Fax:  
E-mail:

Operational Analysis

Analyst: DNM  
Agency/Co.: Iteris, Inc  
Date Performed: 1/29/2008  
Analysis Time Period: PM Peak Period  
Freeway/Dir of Travel: SR-1 Eastbound  
Weaving Location: EB SR-1-NB103 & SB103-EB SR-1  
Jurisdiction: City of Long Beach & Wilmington  
Analysis Year: Existing 2008  
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph  
Weaving number of lanes, N 3  
Weaving segment length, L 270 ft  
Terrain type Level  
Grade Length %  
Weaving type A Multilane or C-D  
Volume ratio, VR 0.23  
Weaving ratio, R 0.46

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V <sub>o1</sub>	V <sub>o2</sub>	V <sub>w1</sub>	V <sub>w2</sub>	
Volume, V	1126	0	174	92	
Peak-hour factor, PHF	0.93	0.90	0.90	0.55	
Peak 15-min volume, v <sub>15</sub>	303	0	48	42	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fhv	1.000	1.000	1.000	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	1210	0	193	167	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	1.16	0.41
Weaving and non-weaving speeds, Si	28.87	36.27
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.81
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

2 EB SR-1 to NB 103\_SB 103 to EB SR-1 Existing 2008\_PM.txt  
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 34.25 mph  
Weaving segment density, D 15.28 pc/mi/ln  
Level of service, LOS B  
Capacity of base condition, cb 4302 pc/h  
Capacity as a 15-minute flow rate, c 4302 pc/h  
Capacity as a full-hour volume, ch 3877 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	360	2800	a
Average flow rate (pcphpl)	523		b
Volume ratio, VR	0.23	0.45	c
Weaving ratio, R	0.46	N/A	d
Weaving length (ft)	270	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.