

APPENDIX G
SCIG Transportation Appendix

Appendix G1

Intersection Calculation Sheets

(The intersection worksheets for the No Project Alternative have been updated according to the revisions made to the No Project Alternative analysis in the FEIR. Appendix G1 now also provides raw traffic count data as well as a memo detailing the trip-to-lift ratio used in the proposed Project analysis at SCIG.)

Baseline AM Peak Hour

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 Baseline - AM Peak Hour

Scenario: Scenario Report
 Baseline AM Peak

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

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 SCIG
 Baseline - AM Peak Hour

Impact Analysis Report
 Level Of Service

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

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Baseline - AM Peak Hour

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

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Baseline - AM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

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

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	210	0	0	105	420	0	0	0	25	115	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	210	0	0	105	420	0	0	0	25	115	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	210	0	0	105	420	0	0	0	25	115	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	210	0	0	105	420	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	0	0	105	420	0	0	0	25	115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	210	0	0	105	420	0	0	0	25	115	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****					****				****		

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SCIG
Baseline - AM Peak Hour

Level Of Service Computation Report

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

Intersection #2

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

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

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

Volume Module:

Base Vol: 0 0 0 130 0 0 215 125 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 130 0 0 215 125 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 130 0 0 215 125 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 130 0 0 215 125 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 130 0 0 215 125 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 130 0 0 215 125 0 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.07 0.04 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Baseline - AM Peak Hour

Level Of Service Computation Report

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 0 80 75 0 0 0 0 0 380 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 65 0 0 0 80 75 0 0 0 0 0 380 110

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Baseline - AM Peak Hour

Level Of Service Computation Report

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

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*****
Intersection #4
Cycle (sec):      100          Critical Vol./Cap.(X):      0.209
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Split Phase      Split Phase      Split Phase      Split Phase
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0      80 0 0      65 260 0      0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      80 0 0      65 260 0      0 0 0 0
Added Vol:      0 0 0      0 0 0      0 0 0 0      0 0 0 0
PasserByVol:    0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:    0 0 0      80 0 0      65 260 0      0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0      80 0 0      65 260 0      0 0 0 0
Reduct Vol:     0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:    0 0 0      80 0 0      65 260 0      0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0      80 0 0      65 260 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:     1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00
Final Sat.:     0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.03 0.00 0.00 0.04 0.08 0.00 0.00 0.00
Crit Moves:     ****          ****
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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Intersection #5 Seaside Ave / Navy Way
Cycle (sec):      100          Critical Vol./Cap.(X):      0.527
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    39          Level Of Service:      A
*****
Street Name:     Navy Way          Seaside Ave
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Permitted      Permitted      Protected      Protected
Rights:          Ignore      Include      Ovl          Ignore
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        50 0 165 0 0 0      0 2095 290 55 2185 20
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    50 0 165 0 0 0      0 2095 290 55 2185 20
Added Vol:      0 0 0 0 0 0      0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0      0 0 0 0 0 0 0
Initial Fut:    50 0 165 0 0 0      0 2095 290 55 2185 20
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     50 0 0 0 0 0      0 2095 290 55 2185 0
Reduct Vol:     0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:    50 0 0 0 0 0      0 2095 290 55 2185 0
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    50 0 0 0 0 0      0 2095 290 55 2185 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:     2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.49 0.20 0.02 0.51 0.00
Crit Volume:    25          0          698          28
Crit Moves:     ****          ****          ****          ****
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

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

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

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

Volume Module:

Base Vol: 0 75 65 0 330 0 0 0 0 0 275 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 75 65 0 330 0 0 0 0 0 275 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 75 65 0 330 0 0 0 0 0 275 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 75 65 0 330 0 0 0 0 0 275 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 75 65 0 330 0 0 0 0 0 275 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 75 65 0 330 0 0 0 0 0 275 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.05 0.00 0.12 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 165 0 138
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

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

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

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 120 20 165 80 5 25 10 65 70 110 65 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 20 165 80 5 25 10 65 70 110 65 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 20 165 80 5 25 10 65 70 110 65 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 120 20 165 80 5 25 10 65 70 110 65 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 20 165 80 5 25 10 65 70 110 65 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 120 20 165 80 5 25 10 65 70 110 65 75

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.88 0.52 0.60
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1408 832 960

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #8 Anaheim St / Harbor Ave

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

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 10 10 35 105 30 10 10 795 25 25 1120 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 10 35 105 30 10 10 795 25 25 1120 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 35 105 30 10 10 795 25 25 1120 155
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 35 105 30 10 10 795 25 25 1120 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 35 105 30 10 10 795 25 25 1120 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 10 35 105 30 10 10 795 25 25 1120 155

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Baseline - AM Peak Hour

Level Of Service Computation Report

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

Intersection #9 Anaheim St / Santa Fe Ave

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

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Baseline - AM Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 160 60 10 120 35 15 25 670 125 5 815 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 60 10 120 35 15 25 670 125 5 815 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 60 10 120 35 15 25 670 125 5 815 130
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 60 0 120 35 0 25 670 125 5 815 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 60 0 120 35 0 25 670 125 5 815 130
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 60 0 120 35 0 25 670 125 5 815 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.08 0.01 0.00 0.02 0.17 0.17 0.00 0.25 0.08
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 10 0 20 40 805 0 0 975 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 20 40 805 0 0 975 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 805 0 0 975 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 20 40 805 0 0 975 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 805 0 0 975 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 20 40 805 0 0 975 30

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	35	30	40	60	145	20	65	780	275	65	810	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	30	40	60	145	20	65	780	275	65	810	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	30	40	60	145	20	65	780	275	65	810	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	35	30	40	60	145	20	65	780	0	65	810	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	30	40	60	145	20	65	780	0	65	810	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	35	30	40	60	145	20	65	780	0	65	810	80

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	1.38	1.00	1.00	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	3757	518	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

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

Volume Module:

Base Vol:	20	60	245	20	145	175	65	720	15	205	580	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	60	245	20	145	175	65	720	15	205	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	60	245	20	145	175	65	720	15	205	580	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	60	245	20	145	175	65	720	15	205	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	60	245	20	145	175	65	720	15	205	580	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	60	245	20	145	175	65	720	15	205	580	10

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.09	0.01	0.05	0.12	0.05	0.25	0.01	0.07	0.21	0.21
Crit Volume:	20	60	60	65	65	405	405	405	405	405	405	405
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

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

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

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

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2308 442 1375 229 1146 1375 0 1375

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

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

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

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

Volume Module:
Base Vol: 0 5 35 75 5 120 80 115 5 120 170 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 75 5 120 80 115 5 120 170 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 115 5 120 170 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 75 5 120 80 115 5 120 170 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 115 5 120 170 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 75 5 120 80 115 5 120 170 50

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

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

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

Volume Module:

Base Vol: 25 15 10 15 35 50 155 175 40 10 280 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 15 10 15 35 50 155 175 40 10 280 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 15 10 15 35 50 155 175 40 10 280 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 15 10 15 35 50 155 175 40 10 280 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 10 15 35 50 155 175 40 10 280 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 15 10 15 35 50 155 175 40 10 280 15

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.223
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

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

Volume Module:

Base Vol: 65 10 30 15 20 15 20 325 55 35 320 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 65 10 30 15 20 15 20 325 55 35 320 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 10 30 15 20 15 20 325 55 35 320 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 10 30 15 20 15 20 325 55 35 320 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 10 30 15 20 15 20 325 55 35 320 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 65 10 30 15 20 15 20 325 55 35 320 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.25 0.75 1.00 0.57 0.43 0.10 1.62 0.28 0.19 1.76 0.05
Final Sat.: 1500 375 1125 1500 857 643 150 2438 413 288 2630 82

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.153
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

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

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

Volume Module:
Base Vol: 5 5 20 0 0 0 0 380 10 15 385 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 380 10 15 385 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 380 10 15 385 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 380 10 15 385 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 380 10 15 385 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 380 10 15 385 0

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

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.13 0.13 0.13 0.13 0.00
Crit Volume: 20 0 195 15
Crit Moves: **** **** ****

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Baseline - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.219
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 10 0 70 0 380 0 0 385 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 70 0 380 0 0 385 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 70 0 380 0 0 385 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 70 0 380 0 0 385 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 70 0 380 0 0 385 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 70 0 380 0 0 385 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

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

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

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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

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

Volume Module:

Base Vol: 0 0 0 175 0 245 245 745 0 0 960 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 175 0 245 245 745 0 0 960 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 175 0 245 245 745 0 0 960 155
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 175 0 245 245 745 0 0 960 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 245 245 745 0 0 960 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 175 0 245 245 745 0 0 960 155

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

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

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

Volume Module:

Base Vol:	155	265	35	230	305	145	70	790	65	40	1160	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	265	35	230	305	145	70	790	65	40	1160	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	265	35	230	305	145	70	790	65	40	1160	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	265	35	230	305	145	70	790	65	40	1160	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	265	35	230	305	145	70	790	65	40	1160	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	265	35	230	305	145	70	790	65	40	1160	130

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Baseline - AM Peak Hour

Level Of Service Computation Report

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

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

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

Volume Module:

Base Vol: 15 30 95 210 90 25 5 1020 20 65 1565 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 30 95 210 90 25 5 1020 20 65 1565 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 30 95 210 90 25 5 1020 20 65 1565 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 30 95 210 90 25 5 1020 20 65 1565 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 30 95 210 90 25 5 1020 20 65 1565 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 30 95 210 90 25 5 1020 20 65 1565 170

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.71 0.29
Final Sat.: 533 1067 1600 1120 480 1600 1600 4708 92 1600 4330 470

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

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

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

Volume Module:

Base Vol: 20 30 10 150 25 135 115 450 20 20 615 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 30 10 150 25 135 115 450 20 20 615 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 30 10 150 25 135 115 450 20 20 615 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 30 10 150 25 135 115 450 20 20 615 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 30 10 150 25 135 115 450 20 20 615 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 30 10 150 25 135 115 450 20 20 615 130
OvlAdjVol: 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 1.00 0.33 1.71 0.29 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 1067 1600 533 2743 457 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:

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

Baseline MD Peak Hour

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 Baseline - MD Peak Hour

Scenario: Scenario Report
 Baseline MD Peak

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

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 Baseline - MD Peak Hour

Impact Analysis Report
 Level Of Service

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

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 Baseline - MD Peak Hour

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

Port of Los Angeles
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 Baseline - MD Peak Hour

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.398
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	650	0	0	120	560	0	0	0	10	145	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	650	0	0	120	560	0	0	0	10	145	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	650	0	0	120	560	0	0	0	10	145	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	650	0	0	120	560	0	0	0	10	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	650	0	0	120	560	0	0	0	10	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	650	0	0	120	560	0	0	0	10	145	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****		****		****		****		****		****	

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Baseline - MD Peak Hour

Level Of Service Computation Report

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.379
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 25 5 130 10 0 655 170 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 25 5 130 10 0 655 170 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 25 5 130 10 0 655 170 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 25 5 130 10 0 655 170 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 25 5 130 10 0 655 170 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 25 5 130 10 0 655 170 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 1.86 0.14 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 2971 229 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.04 0.04 0.00 0.23 0.05 0.00 0.00 0.00 0.00
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.313
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 65 0 0 0 170 60 0 0 0 0 0 510 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 65 0 0 0 170 60 0 0 0 0 0 510 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 0 170 60 0 0 0 0 0 510 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 0 170 60 0 0 0 0 0 510 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 0 170 60 0 0 0 0 0 510 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 65 0 0 0 170 60 0 0 0 0 0 510 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.16 0.07
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

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*****
Intersection #4
Cycle (sec):      100      Critical Vol./Cap.(X):      0.364
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    27      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
Volume Module:
Base Vol:      0 0 0 0      170 0 0      65 655 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0      170 0 0      65 655 0      0 0 0 0
Added Vol:     0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0 0      170 0 0      65 655 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      170 0 0      65 655 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      170 0 0      65 655 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      170 0 0      65 655 0      0 0 0 0
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.20 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
Cycle (sec):      100      Critical Vol./Cap.(X):      0.416
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    32      Level Of Service:      A
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Ovl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
Volume Module:
Base Vol:      165 0 725 0 0 0 0 0 1495 145 25 1470 45
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    165 0 725 0 0 0 0 0 1495 145 25 1470 45
Added Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   165 0 725 0 0 0 0 0 1495 145 25 1470 45
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    165 0 0 0 0 0 0 0 1495 145 25 1470 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   165 0 0 0 0 0 0 0 1495 145 25 1470 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   165 0 0 0 0 0 0 0 1495 145 25 1470 0
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat:       0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.35 0.10 0.01 0.34 0.00
Crit Volume:   83          0          498          13
Crit Moves:    ****          ****          ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

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

Volume Module:

Base Vol: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 220 420 10 310 0 0 0 0 0 120 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 220 420 10 310 0 0 0 0 0 120 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

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

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

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol: 140 25 210 50 10 10 30 75 105 230 65 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 25 210 50 10 10 30 75 105 230 65 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 25 210 50 10 10 30 75 105 230 65 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 140 25 210 50 10 10 30 75 0 230 65 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 25 210 50 10 10 30 75 0 230 65 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 140 25 210 50 10 10 30 75 0 230 65 115

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.57 1.43 1.00 1.00 0.44 0.56
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 702 898

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #8 Anaheim St / Harbor Ave

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

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #9 Anaheim St / Santa Fe Ave

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

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	20	120	25	155	105	75	50	880	20	10	700	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	25	155	105	75	50	880	20	10	700	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	25	155	105	75	50	880	20	10	700	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	25	155	105	75	50	880	20	10	700	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	25	155	105	75	50	880	20	10	700	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	25	155	105	75	50	880	20	10	700	170
OvlAdjVol:									25			

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 105 60 10 195 65 25 45 850 110 10 755 235
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 60 10 195 65 25 45 850 110 10 755 235
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 60 10 195 65 25 45 850 110 10 755 235
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 105 60 0 195 65 0 45 850 110 10 755 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 60 0 195 65 0 45 850 110 10 755 235
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 60 0 195 65 0 45 850 110 10 755 235

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.66 0.34 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4250 550 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.00 0.12 0.02 0.00 0.03 0.20 0.20 0.01 0.24 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 25 0 50 25 990 0 0 835 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 25 0 50 25 990 0 0 835 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 50 25 990 0 0 835 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 25 0 50 25 990 0 0 835 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 50 25 990 0 0 835 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 25 0 50 25 990 0 0 835 20

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

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 160 150 125 150 170 60 110 775 150 75 700 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 150 125 150 170 60 110 775 150 75 700 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 150 125 150 170 60 110 775 150 75 700 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 150 125 150 170 60 110 775 150 75 700 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 150 125 150 170 60 110 775 150 75 700 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 150 125 150 170 60 110 775 150 75 700 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.55 1.45 1.00 1.00 2.22 0.78 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2206 2069 1425 1425 3160 1115 1425 2850 1425 1425 2850 1425

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

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

Volume Module:
Base Vol: 10 135 315 10 125 165 95 630 0 190 655 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 135 315 10 125 165 95 630 0 190 655 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 135 315 10 125 165 95 630 0 190 655 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 135 315 10 125 165 95 630 0 190 655 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 135 315 10 125 165 95 630 0 190 655 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 135 315 10 125 165 95 630 0 190 655 15

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 30 225 75 85 220 40 70 5 25 80 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 225 75 85 220 40 70 5 25 80 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 225 75 85 220 40 70 5 25 80 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 225 0 85 220 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 225 0 85 220 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 225 0 85 220 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

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

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

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

Volume Module:
Base Vol: 0 10 130 10 10 25 60 200 0 25 170 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 130 10 10 25 60 200 0 25 170 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 25 60 200 0 25 170 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 130 10 10 25 60 200 0 25 170 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 25 60 200 0 25 170 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 130 10 10 25 60 200 0 25 170 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.46 1.54 0.00 0.22 1.51 0.27
Final Sat.: 1500 107 1393 1500 429 1071 692 2308 0 333 2267 400

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

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

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

Volume Module:

Base Vol: 30 20 10 5 20 40 100 245 15 5 190 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 5 20 40 100 245 15 5 190 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 5 20 40 100 245 15 5 190 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 5 20 40 100 245 15 5 190 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 5 20 40 100 245 15 5 190 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 5 20 40 100 245 15 5 190 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.15 0.85 1.00 0.56 1.36 0.08 0.05 1.85 0.10
Final Sat.: 1500 1000 500 231 1269 1500 833 2042 125 73 2780 146

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

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

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

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

Volume Module:

Base Vol: 75 20 70 5 10 25 20 285 45 55 230 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 20 70 5 10 25 20 285 45 55 230 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 20 70 5 10 25 20 285 45 55 230 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 20 70 5 10 25 20 285 45 55 230 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 20 70 5 10 25 20 285 45 55 230 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 20 70 5 10 25 20 285 45 55 230 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 1.00 0.29 0.71 0.11 1.63 0.26 0.37 1.56 0.07
Final Sat.: 1500 333 1167 1500 429 1071 171 2443 386 559 2339 102

Capacity Analysis Module:

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

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #19 Harry Bridges Blvd / King Ave

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

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

Volume Module:

Base Vol:	0	0	0	5	0	45	0	335	0	0	325	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	0	335	0	0	325	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	0	335	0	0	325	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	0	335	0	0	325	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	0	335	0	0	325	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	0	335	0	0	325	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.00	0.14	0.00	0.00	0.14	0.00
Crit Volume:	0	0	0	45	0	168	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

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

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

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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.18	0.06	0.00	0.03	0.08	0.08	0.03	0.05	0.11
Crit Volume:	15	275	275	50	240	165	165	165	165	165	165	165
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

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

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

Volume Module:

Base Vol:	0	0	0	115	0	220	190	830	0	0	765	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	220	190	830	0	0	765	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	220	190	830	0	0	765	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	220	190	830	0	0	765	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	220	190	830	0	0	765	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	220	190	830	0	0	765	190

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

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

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

Volume Module:

Base Vol:	120	235	85	175	205	120	100	1075	100	65	970	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	235	85	175	205	120	100	1075	100	65	970	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	235	85	175	205	120	100	1075	100	65	970	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	235	85	175	205	120	100	1075	100	65	970	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1075	100	65	970	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1075	100	65	970	160

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

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

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

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

Volume Module:

Base Vol: 30 20 195 145 35 50 20 1360 15 60 1170 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 195 145 35 50 20 1360 15 60 1170 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 195 145 35 50 20 1360 15 60 1170 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 195 145 35 50 20 1360 15 60 1170 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 195 145 35 50 20 1360 15 60 1170 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 195 145 35 50 20 1360 15 60 1170 135

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

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

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

Volume Module:

Base Vol: 5 20 5 280 15 95 80 360 5 5 340 260
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 5 280 15 95 80 360 5 5 340 260
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 5 280 15 95 80 360 5 5 340 260
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 5 280 15 95 80 360 5 5 340 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 280 15 95 80 360 5 5 340 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 5 280 15 95 80 360 5 5 340 260
OvlAdjVol: 112

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 1.34 0.33 1.90 0.10 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 533 2133 533 3037 163 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.06 0.05 0.11 0.00 0.00 0.21 0.16
OvlAdjV/S: 0.07

Crit Moves: **** **

Baseline PM Peak Hour

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Scenario Report

Scenario: Baseline PM Peak

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

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Impact Analysis Report
 Level Of Service

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

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

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.380
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Terminal Island Fwy	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:	5 595	0	0 110	495	0 0 0	5 140	145
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00
Initial Bse:	5 595	0	0 110	495	0 0 0	5 140	145
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	5 595	0	0 110	495	0 0 0	5 140	145
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	0.00
PHF Volume:	5 595	0	0 110	495	0 0 0	5 140	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	5 595	0	0 110	495	0 0 0	5 140	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	0.00
FinalVolume:	5 595	0	0 110	495	0 0 0	5 140	0

Saturation Flow Module:	1600 1600	1600	1600 1600	1600	1600 1600	1600 1600	1600
Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	1.00 2.00
Final Sat.:	1600 3200	0	0 3200	2880	0 0 0	1600 3200	1600

Capacity Analysis Module:	0.00 0.19	0.00	0.00 0.03	0.17	0.00 0.00	0.00 0.00	0.04 0.00
Vol/Sat:	0.00 0.19	0.00	0.00 0.03	0.17	0.00 0.00	0.00 0.00	0.04 0.00
Crit Moves:	****		****				****

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

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

Volume Module:

Base Vol:	0	0	10	110	10	0	600	170	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	110	10	0	600	170	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	110	10	0	600	170	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	110	10	0	600	170	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	110	10	0	600	170	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	110	10	0	600	170	5	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.83	0.17	0.00	2.00	1.94	0.06	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2933	267	0	2880	3109	91	0	0	0

Capacity Analysis Module:

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

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	80	0	0	105	145	0	0	0	0	480	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	80	0	0	105	145	0	0	0	0	480	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	80	0	0	105	145	0	0	0	0	480	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	80	0	0	105	145	0	0	0	0	480	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	80	0	0	105	145	0	0	0	0	480	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	80	0	0	105	145	0	0	0	0	480	110

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	105	0	0	60	635	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	0	60	635	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	0	60	635	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	0	60	635	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	0	60	635	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	105	0	0	60	635	0	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

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

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

Volume Module:

Base Vol:	385	0	660	0	0	0	0	2110	245	35	1990	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	0	660	0	0	0	0	2110	245	35	1990	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	0	660	0	0	0	0	2110	245	35	1990	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	385	0	0	0	0	0	0	2110	245	35	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	0	0	0	0	0	2110	245	35	1990	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	385	0	0	0	0	0	0	2110	245	35	1990	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.17	0.01	0.47	0.00
Crit Volume:	193							703		18		
Crit Moves:	****							****		****		

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

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

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

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

Volume Module:

Base Vol:	0	275	310	5	65	0	0	0	0	60	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	310	5	65	0	0	0	0	60	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	310	5	65	0	0	0	0	60	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	275	310	5	65	0	0	0	0	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	310	5	65	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	275	310	5	65	0	0	0	0	60	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		310	5			0				30		
Crit Moves:		****	****							****		

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

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

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

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

Volume Module:

Base Vol:	125	5	155	60	5	5	75	75	270	220	60	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	5	155	60	5	5	75	75	270	220	60	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	5	155	60	5	5	75	75	270	220	60	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	5	155	60	5	5	75	75	270	220	60	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	5	155	60	5	5	75	75	270	220	60	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	5	155	60	5	5	75	75	270	220	60	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.42	0.58
Final Sat.:	2880	1600	1600	1600	1600	1600	1600	1600	1600	1600	668	932

Capacity Analysis Module:

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

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

Intersection #8 Anaheim St / Harbor Ave

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

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

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1360	15	0	970	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	75	135	15	30	15	1360	15	0	970	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	35	75	135	15	30	15	1360	15	0	970	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	35	75	135	15	30	15	1360	15	0	970	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1360	15	0	970	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1360	15	0	970	115

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #9 Anaheim St / Santa Fe Ave

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

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

Volume Module:

Base Vol:	20	150	30	160	145	75	75	1170	5	10	755	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	150	30	160	145	75	75	1170	5	10	755	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	150	30	160	145	75	75	1170	5	10	755	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	150	30	160	145	75	75	1170	5	10	755	140
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	30	160	145	75	75	1170	5	10	755	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	150	30	160	145	75	75	1170	5	10	755	140
OvlAdjVol:												

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

Street Name:	E I St - W 9th St	Anaheim St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

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

Volume Module:

Base Vol:	155 70 5 140 70 35	45 1095 285	5 775 220
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	155 70 5 140 70 35	45 1095 285	5 775 220
Added Vol:	0 0 0 0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0	0 0 0
Initial Fut:	155 70 5 140 70 35	45 1095 285	5 775 220
User Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	155 70 0 140 70 0	45 1095 285	5 775 220
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	155 70 0 140 70 0	45 1095 285	5 775 220
PCE Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	155 70 0 140 70 0	45 1095 285	5 775 220

Saturation Flow Module:

Sat/Lane:	1600 1600 1600 1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00 1.00 2.00 1.00	1.00 2.38 0.62	1.00 2.00 1.00
Final Sat.:	1600 3200 1600 1600 3200 1600	1600 3809 991	1600 3200 1600

Capacity Analysis Module:

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

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Farragut Ave	Anaheim St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

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

Volume Module:

Base Vol:	0 0 0 60 0 95	35 1350 0	0 910 40
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0 60 0 95	35 1350 0	0 910 40
Added Vol:	0 0 0 0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0 60 0 95	35 1350 0	0 910 40
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 60 0 95	35 1350 0	0 910 40
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0 60 0 95	35 1350 0	0 910 40
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 60 0 95	35 1350 0	0 910 40

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 205 140 95 175 215 30 95 1170 250 65 825 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 140 95 175 215 30 95 1170 250 65 825 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 140 95 175 215 30 95 1170 250 65 825 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 205 140 95 175 215 30 95 1170 0 65 825 150
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 140 95 175 215 30 95 1170 0 65 825 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 205 140 95 175 215 30 95 1170 0 65 825 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.78 1.22 1.00 1.00 2.63 0.37 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2540 1735 1425 1425 3752 523 1425 2850 1425 1425 2850 1425

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

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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

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

Volume Module:
Base Vol: 15 165 595 10 220 205 155 885 5 190 855 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 165 595 10 220 205 155 885 5 190 855 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 165 595 10 220 205 155 885 5 190 855 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 165 595 10 220 205 155 885 5 190 855 15
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 165 595 10 220 205 155 885 5 190 855 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 15 165 595 10 220 205 155 885 5 190 855 15

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

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

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase						
Rights:	Ignore		Include	Include		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	0	1	0	0

Volume Module:

Base Vol:	20	360	55	115	335	45	65	0	15	65	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	360	55	115	335	45	65	0	15	65	0	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	360	55	115	335	45	65	0	15	65	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	360	0	115	335	45	65	0	15	65	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	0	115	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	360	0	115	335	45	65	0	15	65	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2424	326	1375	0	1375	1375	0	1375

Capacity Analysis Module:

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

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	5	0	135	70	0	145	125	380	0	20	165	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	380	0	20	165	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	380	0	20	165	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	380	0	20	165	70
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	380	0	20	165	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	135	70	0	145	125	380	0	20	165	70

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	50	55	10	25	25	95	195	470	5	10	305	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	95	195	470	5	10	305	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	95	195	470	5	10	305	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	95	195	470	5	10	305	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	95	195	470	5	10	305	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	55	10	25	25	95	195	470	5	10	305	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.34	0.66	1.00	0.58	1.41	0.01	0.06	1.82	0.12
Final Sat.:	1304	1435	261	517	983	1500	873	2104	22	90	2731	179

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.05	0.03	0.06	0.22	0.22	0.22	0.11	0.11	0.11
Crit Volume:	50			95	195					168		
Crit Moves:	***			***	***					***		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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

Volume Module:

Base Vol:	75	25	85	10	5	30	15	575	20	20	425	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	25	85	10	5	30	15	575	20	20	425	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	25	85	10	5	30	15	575	20	20	425	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	25	85	10	5	30	15	575	20	20	425	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	25	85	10	5	30	15	575	20	20	425	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	25	85	10	5	30	15	575	20	20	425	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.14	0.86	0.05	1.88	0.07	0.08	1.79	0.13
Final Sat.:	1500	341	1159	1500	214	1286	74	2828	98	126	2684	189

Capacity Analysis Module:

Vol/Sat:	0.05	0.07	0.07	0.01	0.02	0.02	0.20	0.20	0.20	0.16	0.16	0.16
Crit Volume:	110			10			305			20		
Crit Moves:	***			***			***			***		

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

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

Volume Module:

Base Vol:	10	0	5	0	0	0	0	605	25	15	515	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	0	0	0	0	605	25	15	515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	0	0	0	0	605	25	15	515	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	0	0	0	0	605	25	15	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	0	0	0	0	605	25	15	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	0	0	0	0	605	25	15	515	0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	5	0	60	0	605	0	0	515	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	0	605	0	0	515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	0	605	0	0	515	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	0	605	0	0	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	0	605	0	0	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	0	605	0	0	515	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.25	0.00	0.00	0.21	0.00
Crit Volume:	0			60		303		0				
Crit Moves:				****		****		****				

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Baseline - PM Peak Hour

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

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

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

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

Volume Module:
Base Vol: 10 60 25 250 135 0 45 460 20 50 315 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 60 25 250 135 0 45 460 20 50 315 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 60 25 250 135 0 45 460 20 50 315 205
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 60 25 250 135 0 45 460 20 50 315 205
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 60 25 250 135 0 45 460 20 50 315 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 10 60 25 250 135 0 45 460 20 50 315 205

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.21 1.26 0.53 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 316 1895 789 1500 3000 1500 1500 2875 125 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.17 0.05 0.00 0.03 0.16 0.16 0.03 0.11 0.14
Crit Volume: 48 250 240 50
Crit Moves: **** **** **** ****

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

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

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

Volume Module:
Base Vol: 0 0 0 160 0 290 255 1180 0 0 950 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 160 0 290 255 1180 0 0 950 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 160 0 290 255 1180 0 0 950 210
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 160 0 290 255 1180 0 0 950 210
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 160 0 290 255 1180 0 0 950 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Volume: 0 0 0 160 0 290 255 1180 0 0 950 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.46 0.54
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3501 774

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.20 0.18 0.41 0.00 0.00 0.27 0.27
Crit Volume: 0 290 255 387
Crit Moves: **** ****

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: D

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

Volume Module:	Santa Fe Ave NB		Santa Fe Ave SB		Pacific Coast Hwy EB		Pacific Coast Hwy WB					
Base Vol:	155	335	80	170	190	105	105	1375	70	65	930	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	335	80	170	190	105	105	1375	70	65	930	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	335	80	170	190	105	105	1375	70	65	930	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	335	80	170	190	105	105	1375	70	65	930	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	335	80	170	190	105	105	1375	70	65	930	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	335	80	170	190	105	105	1375	70	65	930	125

Saturation Flow Module:	Santa Fe Ave NB		Santa Fe Ave SB		Pacific Coast Hwy EB		Pacific Coast Hwy WB					
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Santa Fe Ave NB		Santa Fe Ave SB		Pacific Coast Hwy EB		Pacific Coast Hwy WB					
Vol/Sat:	0.10	0.10	0.05	0.11	0.06	0.07	0.07	0.43	0.04	0.04	0.29	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

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

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

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1710	5	45	1145	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	45	290	160	35	10	10	1710	5	45	1145	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	45	290	160	35	10	10	1710	5	45	1145	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1710	5	45	1145	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1710	5	45	1145	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1710	5	45	1145	130

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

Street Name:	Alameda St Ramp			Sepulveda Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Protected		Protected						
Rights:	Include		Include	Include		Ovl						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	25	15	150	25	155	185	855	0	5	420	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	15	150	25	155	185	855	0	5	420	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	15	150	25	155	185	855	0	5	420	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	15	150	25	155	185	855	0	5	420	340
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	150	25	155	185	855	0	5	420	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	15	150	25	155	185	855	0	5	420	340
OvlAdjVol:	185											

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.11	0.67	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2743	457	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

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

Baseline Plus Construction AM Peak Hour

Port of Los Angeles
SCIG EIR
Construction AM Peak Hour

Scenario: Scenario Report
Construction AM Peak

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

Port of Los Angeles
SCIG EIR
Construction AM Peak Hour

Impact Analysis Report
Level Of Service

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

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

Port of Los Angeles
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Construction AM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

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

Street Name:	Terminal Island Fwy				Ocean Blvd			
	North Bound		South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:								
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	0	0
Volume Module:								
Base Vol:	5	210	0	0	105	420	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	210	0	0	105	420	0	0
Added Vol:	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0
Initial Fut:	5	210	0	0	105	420	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	210	0	0	105	420	0	0
Reduct Vol:	0	0	0	0	0	0	0	0
Reduced Vol:	5	210	0	0	105	420	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	210	0	0	105	420	0	0
Saturation Flow Module:								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0
Capacity Analysis Module:								
Vol/Sat:	0.00	0.07	0.00	0.00	0.03	0.15	0.00	0.00
Crit Moves:	****				****			****

Port of Los Angeles
SCIG EIR
Construction AM Peak Hour

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

Intersection #2

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

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

-----|-----|-----|-----|-----|

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

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Volume Module:

Base Vol:	0 0 0	130 0 0	215 125	0 0 0	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	130 0 0	215 125	0 0 0	0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	130 0 0	215 125	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	130 0 0	215 125	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	130 0 0	215 125	0 0 0	0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	130 0 0	215 125	0 0 0	0 0 0

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.04 0.00 0.00	0.07 0.04 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	****

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

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Volume Module:

Base Vol:	0 65 0	0 80 75	0 0 0	0 380 110
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 65 0	0 80 75	0 0 0	0 380 110
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 65 0	0 80 75	0 0 0	0 380 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 65 0	0 80 75	0 0 0	0 380 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 65 0	0 80 75	0 0 0	0 380 110
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 65 0	0 80 75	0 0 0	0 380 110

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Saturation Flow Module:

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

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Capacity Analysis Module:

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

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

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.209
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

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

Volume Module:

Base Vol:	0 0 0 80 0 0	65 260 0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 80 0 0	65 260 0 0 0 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Initial Fut:	0 0 0 80 0 0	65 260 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 80 0 0	65 260 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	0 0 0 80 0 0	65 260 0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 80 0 0	65 260 0 0 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.03 0.00 0.00	0.04 0.08 0.00 0.00 0.00 0.00
Crit Moves:	****	****

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

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

Volume Module:

Base Vol:	0	75	65	0	330	0	0	0	0	275	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	65	0	330	0	0	0	0	275	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	65	0	330	0	0	0	0	275	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	75	65	0	330	0	0	0	0	275	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	65	0	330	0	0	0	0	275	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	75	65	0	330	0	0	0	0	275	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:	0			165			0			138		
Crit Moves:	****			****						****		

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

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

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

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

Volume Module:

Base Vol:	120	20	165	80	5	25	10	65	0	110	65	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	165	80	5	25	10	65	0	110	65	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	165	80	5	25	10	65	0	110	65	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	20	165	80	5	25	10	65	0	110	65	75
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	165	80	5	25	10	65	0	110	65	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	120	20	165	80	5	25	10	65	0	110	65	75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.27	1.73	1.00	0.88	0.52	0.60
Final Sat.:	2880	1600	1600	1600	1600	1600	427	2773	1600	1408	832	960

Capacity Analysis Module:

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

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

Intersection #8 Anaheim St / Harbor Ave

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

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

Volume Module:

Base Vol:	10 10 35	105 30 10	10 805 25	25 1130 155
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	10 10 35	105 30 10	10 805 25	25 1130 155
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	10 10 35	105 30 10	10 805 25	25 1130 155
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	10 10 35	105 30 10	10 805 25	25 1130 155
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	10 10 35	105 30 10	10 805 25	25 1130 155
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	10 10 35	105 30 10	10 805 25	25 1130 155

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #9 Anaheim St / Santa Fe Ave

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

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

Volume Module:

Base Vol:	20 160 15	105 110 65	30 730 15	5 770 250
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	20 160 15	105 110 65	30 730 15	5 770 250
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	20 160 15	105 110 65	30 730 15	5 770 250
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	20 160 15	105 110 65	30 730 15	5 770 250
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	20 160 15	105 110 65	30 730 15	5 770 250
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	20 160 15	105 110 65	30 730 15	5 770 250

OvlAdjVol: 35

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.501
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

Volume Module:

Base Vol:	160	60	0	130	35	0	25	670	125	5	815	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	60	0	130	35	0	25	670	125	5	815	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	60	0	130	35	0	25	670	125	5	815	140
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	60	0	130	35	0	25	670	125	5	815	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	60	0	130	35	0	25	670	125	5	815	140
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	60	0	130	35	0	25	670	125	5	815	140

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	10	0	20	40	805	0	0	975	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	20	40	805	0	0	975	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	20	40	805	0	0	975	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	20	40	805	0	0	975	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	20	40	805	0	0	975	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	20	40	805	0	0	975	30

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	35	30	40	60	145	20	65	780	0	65	810	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	30	40	60	145	20	65	780	0	65	810	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	30	40	60	145	20	65	780	0	65	810	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	35	30	40	60	145	20	65	780	0	65	810	80
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	30	40	60	145	20	65	780	0	65	810	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	35	30	40	60	145	20	65	780	0	65	810	80

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	1.38	1.00	1.00	2.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2302	1973	1425	1425	3757	518	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

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

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

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

Volume Module:

Base Vol:	20	60	245	20	145	175	65	720	15	205	580	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	60	245	20	145	175	65	720	15	205	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	60	245	20	145	175	65	720	15	205	580	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	60	245	20	145	175	65	720	15	205	580	10
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	60	245	20	145	175	65	720	15	205	580	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	60	245	20	145	175	65	720	15	205	580	10

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Split Phase		Split Phase					
Rights:	Ignore		Include		Include		Ignore					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	0	1	0	1			
Volume Module:												
Base Vol:	15	85	0	105	235	45	30	5	25	60	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	85	0	105	235	45	30	5	25	60	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	85	0	105	235	45	30	5	25	60	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	15	85	0	105	235	45	30	5	25	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	85	0	105	235	45	30	5	25	60	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	15	85	0	105	235	45	30	5	25	60	0	0
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.68	0.32	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2308	442	1375	229	1146	1375	0	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.00	0.04	0.10	0.10	0.02	0.02	0.02	0.04	0.00	0.00
Crit Volume:	15			140			30	60				170
Crit Moves:	***			***			***	***				***

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

Intersection #15 Harry Bridges Blvd / Broad Ave

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

Street Name:	Broad Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	1	0	1	0			
Volume Module:												
Base Vol:	0	5	35	75	5	120	80	115	5	120	170	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	75	5	120	80	115	5	120	170	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	75	5	120	80	115	5	120	170	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	75	5	120	80	115	5	120	170	50
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	75	5	120	80	115	5	120	170	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	5	35	75	5	120	80	115	5	120	170	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.04	0.96	0.80	1.15	0.05	0.71	1.00	0.29
Final Sat.:	1500	188	1313	1500	60	1440	1200	1725	75	1059	1500	441
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.03	0.05	0.08	0.08	0.07	0.07	0.07	0.11	0.11	0.11
Crit Volume:	40			75			80					170
Crit Moves:	***			***			***					***

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

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

Volume Module:

Base Vol:	25	15	10	15	35	50	155	175	40	10	280	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	50	155	175	40	10	280	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	50	155	175	40	10	280	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	50	155	175	40	10	280	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	50	155	175	40	10	280	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	15	10	15	35	50	155	175	40	10	280	15

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

Volume Module:

Base Vol:	65	10	30	15	20	15	20	325	55	35	320	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	10	30	15	20	15	20	325	55	35	320	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	10	30	15	20	15	20	325	55	35	320	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	10	30	15	20	15	20	325	55	35	320	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	30	15	20	15	20	325	55	35	320	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	10	30	15	20	15	20	325	55	35	320	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.57	0.43	0.10	1.62	0.28	0.19	1.76	0.05
Final Sat.:	1500	375	1125	1500	857	643	150	2438	413	288	2630	82

Capacity Analysis Module:

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

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.153
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
	North Bound	South Bound		East Bound	West Bound	
Approach:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Permitted	Permitted		Permitted	Permitted	
Rights:	Include	Include		Include	Include	
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0	
Lanes:	0 1 0 1 0	0 0 0 0 0		0 0 1 1 0	0 1 1 0 0	
Volume Module:						
Base Vol:	5 5 20	0 0 0		0 380	10 15 385	0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	5 5 20	0 0 0		0 380	10 15 385	0
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0	0
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0	0
Initial Fut:	5 5 20	0 0 0		0 380	10 15 385	0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Volume:	5 5 20	0 0 0		0 380	10 15 385	0
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0	0
Reduced Vol:	5 5 20	0 0 0		0 380	10 15 385	0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
FinalVolume:	5 5 20	0 0 0		0 380	10 15 385	0
Saturation Flow Module:						
Sat/Lane:	1500 1500	1500 1500		1500 1500	1500 1500	1500
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
Lanes:	0.33 0.67 1.00	0.00 0.00 0.00		0.00 1.95 0.05	0.08 1.92 0.00	0.00
Final Sat.:	500 1000 1500	0 0 0		0 2923 77	113 2888 0	0
Capacity Analysis Module:						
Vol/Sat:	0.01 0.01 0.01	0.00 0.00 0.00		0.00 0.13 0.13	0.13 0.13 0.00	0.00
Crit Volume:	20 0			195	15	193
Crit Moves:	***			***	***	***

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

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.219
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
	North Bound	South Bound		East Bound	West Bound	
Approach:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Permitted	Permitted		Permitted	Permitted	
Rights:	Include	Include		Include	Include	
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0	
Lanes:	0 0 1 0 0	0 1 0 1 0		1 0 1 1 0	1 0 1 1 0	
Volume Module:						
Base Vol:	0 0 0	10 0 70		0 380	0 0 385	0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
Initial Bse:	0 0 0	10 0 70		0 380	0 0 385	0
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0	0
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0	0
Initial Fut:	0 0 0	10 0 70		0 380	0 0 385	0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
PHF Volume:	0 0 0	10 0 70		0 380	0 0 385	0
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0	0
Reduced Vol:	0 0 0	10 0 70		0 380	0 0 385	0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00	1.00
FinalVolume:	0 0 0	10 0 70		0 380	0 0 385	0
Saturation Flow Module:						
Sat/Lane:	1500 1500	1500 1500		1500 1500	1500 1500	1500
Adjustment:	0.80 0.80 0.80	0.80 0.80 0.80		0.80 0.80 0.80	0.80 0.80 0.80	0.80
Lanes:	0.00 1.00 0.00	0.25 0.75 1.00		1.00 2.00 0.00	1.00 2.00 0.00	0.00
Final Sat.:	0 1200 0	300 900 1200		1200 2400 0	1200 2400 0	0
Capacity Analysis Module:						
Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.06		0.00 0.16 0.00	0.00 0.16 0.00	0.00
Crit Volume:	0	70 0		193	193	193
Crit Moves:		*** **		*** **	*** **	*** **

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

Intersection #20 Harry Bridges Blvd / Figueroa St

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

Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0
Volume Module:	5 10		280 125		60 235		55 50 240 150		
Base Vol:	5 10		280 125		60 235		55 50 240 150		
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
Initial Bse:	5 10		280 125		60 235		55 50 240 150		
Added Vol:	0 0		0 0		0 0		0 0 0 0		
PasserByVol:	0 0		0 0		0 0		0 0 0 0		
Initial Fut:	5 10		280 125		60 235		55 50 240 150		
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
PHF Volume:	5 10		280 125		60 235		55 50 240 150		
Reduced Vol:	0 0		0 0		0 0		0 0 0 0		
Reduced Vol:	5 10		280 125		60 235		55 50 240 150		
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
Final Volume:	5 10		280 125		60 235		55 50 240 150		
Saturation Flow Module:	1500 1500		1500 1500		1500 1500		1500 1500 1500 1500		
Sat/Lane:	1500 1500		1500 1500		1500 1500		1500 1500 1500 1500		
Adjustment:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00 1.00 1.00		
Lanes:	0.40 0.80		0.80 1.00		1.00 1.62		0.38 1.00 2.00 1.00		
Final Sat.:	600 1200		1200 1500		2431 569		1500 3000 1500		
Capacity Analysis Module:	0.01 0.01		0.19 0.04		0.04 0.10		0.10 0.03 0.08 0.10		
Vol/Sat:	0.01 0.01		0.19 0.04		0.04 0.10		0.10 0.03 0.08 0.10		
Crit Volume:	13		280		60		150		
Crit Moves:	****		****		****		****		

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0
Volume Module:	0 0		175 0		245 245 745		0 0 960 155		
Base Vol:	0 0		175 0		245 245 745		0 0 960 155		
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Initial Bse:	0 0		175 0		245 245 745		0 0 960 155		
Added Vol:	0 0		0 0		0 0 0		0 0 0 0		
PasserByVol:	0 0		0 0		0 0 0		0 0 0 0		
Initial Fut:	0 0		175 0		245 245 745		0 0 960 155		
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Volume:	0 0		175 0		245 245 745		0 0 960 155		
Reduced Vol:	0 0		0 0		0 0 0		0 0 0 0		
Reduced Vol:	0 0		175 0		245 245 745		0 0 960 155		
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Final Volume:	0 0		175 0		245 245 745		0 0 960 155		
Saturation Flow Module:	1425 1425		1425 1425		1425 1425 1425		1425 1425 1425		
Sat/Lane:	1425 1425		1425 1425		1425 1425 1425		1425 1425 1425		
Adjustment:	1.00 1.00		1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Lanes:	0.00 0.00		0.00 1.00		1.00 2.00 0.00		0.00 2.58 0.42		
Final Sat.:	0 0		1425 0		1425 2850		0 0 3681 594		
Capacity Analysis Module:	0.00 0.00		0.12 0.00		0.17 0.17 0.26		0.00 0.00 0.26 0.26		
Vol/Sat:	0.00 0.00		0.12 0.00		0.17 0.17 0.26		0.00 0.00 0.26 0.26		
Crit Volume:	0		245 245		372		372		
Crit Moves:	****		****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #23 Pacific Coast Hwy / Santa Fe Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.804
Loss Time (sec):     14 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       76          Level Of Service:              D
*****
Street Name:          Santa Fe Ave          Pacific Coast Hwy
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:            L - T - R          L - T - R          L - T - R          L - T - R
-----|-----|-----|-----|-----|-----|-----|-----|
Control:              Prot+Permit          Prot+Permit          Protected          Protected
Rights:               Include             Include             Include             Include
Min. Green:           0   0   0           0   0   0           0   0   0           0   0   0
Lanes:                1 0 2 0 1          1 0 2 0 1          1 0 2 0 1          1 0 2 0 1
-----|-----|-----|-----|-----|-----|-----|
Volume Module:
Base Vol:             155 265   35   230 305 145   70 890   65   40 1260 130
Growth Adj:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:           155 265   35   230 305 145   70 890   65   40 1260 130
Added Vol:             0   0   0           0   0   0           0   0   0           0   0   0
PasserByVol:          0   0   0           0   0   0           0   0   0           0   0   0
Initial Fut:           155 265   35   230 305 145   70 890   65   40 1260 130
User Adj:              1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:           155 265   35   230 305 145   70 890   65   40 1260 130
Reduct Vol:            0   0   0           0   0   0           0   0   0           0   0   0
Reduced Vol:          155 265   35   230 305 145   70 890   65   40 1260 130
PCE Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:          155 265   35   230 305 145   70 890   65   40 1260 130
-----|-----|-----|-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:             1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:           1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:                1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:           1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
-----|-----|-----|-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:              0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.28 0.04 0.03 0.39 0.08
Crit Moves:          ****          ****          ****          ****
*****
    
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

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

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

Volume Module:

Base Vol:	15	30	95	210	90	25	5	1120	20	65	1665	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	30	95	210	90	25	5	1120	20	65	1665	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	30	95	210	90	25	5	1120	20	65	1665	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	95	210	90	25	5	1120	20	65	1665	170
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	95	210	90	25	5	1120	20	65	1665	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	95	210	90	25	5	1120	20	65	1665	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.95	0.05	1.00	2.72	0.28
Final Sat.:	533	1067	1600	1120	480	1600	1600	4716	84	1600	4355	445

Capacity Analysis Module:

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

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

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

Volume Module:

Base Vol:	20	30	10	150	25	135	115	450	20	20	615	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	150	25	135	115	450	20	20	615	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	150	25	135	115	450	20	20	615	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	150	25	135	115	450	20	20	615	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	150	25	135	115	450	20	20	615	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	10	150	25	135	115	450	20	20	615	130
OvlAdjVol:												0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	1.00	0.33	1.71	0.29	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1067	1600	533	2743	457	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

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

Baseline Plus Construction MD Peak Hour

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Scenario Report

Scenario: Construction MD Peak

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

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Impact Analysis Report
 Level Of Service

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

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

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.398
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

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

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

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Volume Module:

Base Vol:	5 650 0	0 120 560	0 0 0	10 145 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 650 0	0 120 560	0 0 0	10 145 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 650 0	0 120 560	0 0 0	10 145 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	5 650 0	0 120 560	0 0 0	10 145 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 650 0	0 120 560	0 0 0	10 145 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	5 650 0	0 120 560	0 0 0	10 145 0

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.20 0.00	0.00 0.04 0.19	0.00 0.00 0.00	0.01 0.05 0.00
Crit Moves:	****	****		****

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.379
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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

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

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Volume Module:

Base Vol:	0 25 5 130 10 0	655 170 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 25 5 130 10 0	655 170 0 0 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 25 5 130 10 0	655 170 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 25 5 130 10 0	655 170 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 25 5 130 10 0	655 170 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 25 5 130 10 0	655 170 0 0 0 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600 1600 1600 1600	1600 1600 1600 1600 1600 1600
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	0.90 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 2.00 1.00 1.86 0.14 0.00	2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:	0 3200 1600 2971 229 0	2880 3200 0 0 0 0

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Capacity Analysis Module:

Vol/Sat:	0.00 0.01 0.00 0.04 0.04 0.00	0.23 0.05 0.00 0.00 0.00 0.00
Crit Moves:	****	****

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.313
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

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Volume Module:

Base Vol:	0 65 0 0 170 60	0 0 0 0 510 215
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 65 0 0 170 60	0 0 0 0 510 215
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 65 0 0 170 60	0 0 0 0 510 215
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 65 0 0 170 60	0 0 0 0 510 215
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 65 0 0 170 60	0 0 0 0 510 215
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 65 0 0 170 60	0 0 0 0 510 215

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.02 0.00 0.00 0.05 0.04	0.00 0.00 0.00 0.00 0.16 0.07
Crit Moves:	****	****

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

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

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

Volume Module:

Base Vol:	0 0 0 170 0 0	65 655 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 170 0 0	65 655 0 0 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 0 170 0 0	65 655 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 170 0 0	65 655 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0 170 0 0	65 655 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 170 0 0	65 655 0 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

Volume Module:

Base Vol:	165 0 0 0 0 0	0 1495 0 25 1470 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	165 0 0 0 0 0	0 1495 0 25 1470 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	165 0 0 0 0 0	0 1495 0 25 1470 0
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:	165 0 0 0 0 0	0 1495 0 25 1470 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	165 0 0 0 0 0	0 1495 0 25 1470 0
PCE Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:	165 0 0 0 0 0	0 1495 0 25 1470 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.06 0.00 0.00 0.00 0.00 0.00	0.00 0.35 0.00 0.01 0.34 0.00
Crit Volume:	83	0 498 13
Crit Moves:	****	****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 1 0 1 1	1 0 2 0 0 0

Volume Module:

Base Vol:	0 220 420	10 310 0	0 0 0	0 120 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 220 420	10 310 0	0 0 0	0 120 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 220 420	10 310 0	0 0 0	0 120 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 220 420	10 310 0	0 0 0	0 120 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 220 420	10 310 0	0 0 0	0 120 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 220 420	10 310 0	0 0 0	0 120 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

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

Volume Module:

Base Vol:	140 25 210	50 10 10	30 75 0	230 65 115
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	140 25 210	50 10 10	30 75 0	230 65 115
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	140 25 210	50 10 10	30 75 0	230 65 115
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	140 25 210	50 10 10	30 75 0	230 65 115
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	140 25 210	50 10 10	30 75 0	230 65 115
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	140 25 210	50 10 10	30 75 0	230 65 115

Saturation Flow Module:

Sat/Lane:	1600 1600 1600 1600 1600 1600	1600 1600 1600 1600 1600 1600
Adjustment:	0.90 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	2.00 1.00 1.00 1.00 1.00 1.00	0.57 1.43 1.00 1.00 0.44 0.56
Final Sat.:	2880 1600 1600 1600 1600 1600	914 2286 1600 1600 702 898

Capacity Analysis Module:

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

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

Intersection #8 Anaheim St / Harbor Ave

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

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

Volume Module:

Base Vol:	40	25	65	80	15	10	25	1025	25	20	920	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	65	80	15	10	25	1025	25	20	920	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	65	80	15	10	25	1025	25	20	920	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	65	80	15	10	25	1025	25	20	920	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	65	80	15	10	25	1025	25	20	920	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	65	80	15	10	25	1025	25	20	920	130

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #9 Anaheim St / Santa Fe Ave

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

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

Volume Module:

Base Vol:	20	120	25	155	105	75	50	890	20	10	710	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	25	155	105	75	50	890	20	10	710	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	25	155	105	75	50	890	20	10	710	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	25	155	105	75	50	890	20	10	710	170
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	25	155	105	75	50	890	20	10	710	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	25	155	105	75	50	890	20	10	710	170

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

Street Name:	E I St - W 9th St	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

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Volume Module:

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

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Saturation Flow Module:

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

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Capacity Analysis Module:

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

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.328
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Farragut Ave	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

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Volume Module:

Base Vol:	0 0 0	25 0 50	25 990 0	0 835 20
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	25 0 50	25 990 0	0 835 20
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 0	25 0 50	25 990 0	0 835 20
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	25 0 50	25 990 0	0 835 20
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0	25 0 50	25 990 0	0 835 20
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	25 0 50	25 990 0	0 835 20

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Saturation Flow Module:

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

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Capacity Analysis Module:

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

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Henry Ford Ave				Anaheim St				
	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	160	150	125	150	170	60	110	775	0	75	700	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	150	125	150	170	60	110	775	0	75	700	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	150	125	150	170	60	110	775	0	75	700	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	150	125	150	170	60	110	775	0	75	700	150
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	150	125	150	170	60	110	775	0	75	700	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	160	150	125	150	170	60	110	775	0	75	700	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.55	1.45	1.00	1.00	2.22	0.78	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2206	2069	1425	1425	3160	1115	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

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

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

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

Volume Module:

Base Vol:	10	135	315	10	125	165	95	630	0	190	655	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	135	315	10	125	165	95	630	0	190	655	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	135	315	10	125	165	95	630	0	190	655	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	135	315	10	125	165	95	630	0	190	655	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	135	315	10	125	165	95	630	0	190	655	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	135	315	10	125	165	95	630	0	190	655	15

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase						
Rights:	Ignore		Include	Include		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0

Volume Module:

Base Vol:	30	225	0	85	220	40	70	5	25	80	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	225	0	85	220	40	70	5	25	80	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	225	0	85	220	40	70	5	25	80	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	225	0	85	220	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	225	0	85	220	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	225	0	85	220	40	70	5	25	80	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.69	0.31	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2327	423	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	30			130	70	80						113
Crit Moves:	***			***	***	***	***		***			***

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

Intersection #15 Harry Bridges Blvd / Broad Ave

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

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

Volume Module:

Base Vol:	0	10	130	10	10	25	60	200	0	25	170	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	200	0	25	170	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	200	0	25	170	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	200	0	25	170	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	200	0	25	170	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	200	0	25	170	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.46	1.54	0.00	0.22	1.51	0.27
Final Sat.:	1500	107	1393	1500	429	1071	692	2308	0	333	2267	400

Capacity Analysis Module:

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

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

Street Name:	Avalon Blvd				Harry Bridges Blvd					
	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	0	1	0	1	0
Volume Module:	30 20		10 5		20 40		100 245		15 5	
Base Vol:	30 20		10 5		20 40		100 245		15 5	
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Initial Bse:	30 20		10 5		20 40		100 245		15 5	
Added Vol:	0 0		0 0		0 0		0 0		0 0	
PasserByVol:	0 0		0 0		0 0		0 0		0 0	
Initial Fut:	30 20		10 5		20 40		100 245		15 5	
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
PHF Volume:	30 20		10 5		20 40		100 245		15 5	
Reduced Vol:	0 0		0 0		0 0		0 0		0 0	
Reduced Vol:	30 20		10 5		20 40		100 245		15 5	
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Final Volume:	30 20		10 5		20 40		100 245		15 5	
Saturation Flow Module:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500	
Sat/Lane:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500	
Adjustment:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Lanes:	1.00 0.67		0.33 0.15		0.85 1.00		0.56 1.36		0.08 0.05	
Final Sat.:	1500 1000		500 231		1269 1500		833 2042		125 73	
Capacity Analysis Module:	0.02 0.02		0.02 0.02		0.03 0.12		0.12 0.12		0.12 0.07	
Vol/Sat:	0.02 0.02		0.02 0.02		0.03 0.12		0.12 0.12		0.12 0.07	
Crit Volume:	30		40		100		103		103	
Crit Moves:	***		***		***		***		***	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

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

Street Name:	Fries Ave				Harry Bridges Blvd					
	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	0	1	0
Volume Module:	75 20		70 5		10 25		20 285		45 55	
Base Vol:	75 20		70 5		10 25		20 285		45 55	
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Initial Bse:	75 20		70 5		10 25		20 285		45 55	
Added Vol:	0 0		0 0		0 0		0 0		0 0	
PasserByVol:	0 0		0 0		0 0		0 0		0 0	
Initial Fut:	75 20		70 5		10 25		20 285		45 55	
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
PHF Volume:	75 20		70 5		10 25		20 285		45 55	
Reduced Vol:	0 0		0 0		0 0		0 0		0 0	
Reduced Vol:	75 20		70 5		10 25		20 285		45 55	
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Final Volume:	75 20		70 5		10 25		20 285		45 55	
Saturation Flow Module:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500	
Sat/Lane:	1500 1500		1500 1500		1500 1500		1500 1500		1500 1500	
Adjustment:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
Lanes:	1.00 0.22		0.78 1.00		0.29 0.71		0.11 1.63		0.26 0.37	
Final Sat.:	1500 333		1167 1500		429 1071		171 2443		386 559	
Capacity Analysis Module:	0.05 0.06		0.06 0.00		0.02 0.02		0.12 0.12		0.12 0.10	
Vol/Sat:	0.05 0.06		0.06 0.00		0.02 0.02		0.12 0.12		0.12 0.10	
Crit Volume:	75		35		175		55		55	
Crit Moves:	***		***		***		***		***	

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Permitted	Permitted		Permitted	Permitted		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 0 0 0		0 0 1 1 0	0 1 1 0 0		
Volume Module:							
Base Vol:	0 5 15	0 0 0		0 335 10	5 325 0		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	0 5 15	0 0 0		0 335 10	5 325 0		
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0		
Initial Fut:	0 5 15	0 0 0		0 335 10	5 325 0		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	0 5 15	0 0 0		0 335 10	5 325 0		
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
Reduced Vol:	0 5 15	0 0 0		0 335 10	5 325 0		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 5 15	0 0 0		0 335 10	5 325 0		
Saturation Flow Module:							
Sat/Lane:	1500 1500 1500	1500 1500 1500		1500 1500 1500	1500 1500 1500		
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Lanes:	0.00 1.00 1.00	0.00 0.00 0.00		0.00 1.94 0.06	0.03 1.97 0.00		
Final Sat.:	0 1500 1500	0 0 0		0 2913 87	45 2955 0		
Capacity Analysis Module:							
Vol/Sat:	0.00 0.00 0.01	0.00 0.00 0.00		0.00 0.11 0.12	0.11 0.11 0.00		
Crit Volume:	15 0			173 5			
Crit Moves:	****			****	****		

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

Intersection #19 Harry Bridges Blvd / King Ave

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

Street Name:	King Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Permitted	Permitted		Permitted	Permitted		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0		1 0 1 1 0	1 0 1 1 0		
Volume Module:							
Base Vol:	0 0 0	5 0 45		0 335 0	0 325 0		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	0 0 0	5 0 45		0 335 0	0 325 0		
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0		
Initial Fut:	0 0 0	5 0 45		0 335 0	0 325 0		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	0 0 0	5 0 45		0 335 0	0 325 0		
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
Reduced Vol:	0 0 0	5 0 45		0 335 0	0 325 0		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Final Volume:	0 0 0	5 0 45		0 335 0	0 325 0		
Saturation Flow Module:							
Sat/Lane:	1500 1500 1500	1500 1500 1500		1500 1500 1500	1500 1500 1500		
Adjustment:	0.80 0.80 0.80	0.80 0.80 0.80		0.80 0.80 0.80	0.80 0.80 0.80		
Lanes:	0.00 1.00 0.00	0.20 0.80 1.00		1.00 2.00 0.00	1.00 2.00 0.00		
Final Sat.:	0 1200 0	0 240 960 1200		1200 2400 0	1200 2400 0		
Capacity Analysis Module:							
Vol/Sat:	0.00 0.00 0.00	0.02 0.00 0.04		0.00 0.14 0.00	0.00 0.14 0.00		
Crit Volume:	0	45		168	0		
Crit Moves:		****		****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

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

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

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

Volume Module:

Base Vol:	10 10 10	275 175 0	50 240 10	40 160 165
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	10 10 10	275 175 0	50 240 10	40 160 165
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	10 10 10	275 175 0	50 240 10	40 160 165
User Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	10 10 10	275 175 0	50 240 10	40 160 165
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	10 10 10	275 175 0	50 240 10	40 160 165
PCE Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	10 10 10	275 175 0	50 240 10	40 160 165

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.511
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

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

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

Volume Module:

Base Vol:	0 0 0	115 0 220	190 830 0	0 765 190
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	115 0 220	190 830 0	0 765 190
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0	115 0 220	190 830 0	0 765 190
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	115 0 220	190 830 0	0 765 190
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0	115 0 220	190 830 0	0 765 190
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	0 0 0	115 0 220	190 830 0	0 765 190

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

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

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

Volume Module:	Santa Fe Ave		Santa Fe Ave		Pacific Coast Hwy		Pacific Coast Hwy					
	120	235	85	175	205	120	100	1175	100	65	1070	160
Base Vol:	120	235	85	175	205	120	100	1175	100	65	1070	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	235	85	175	205	120	100	1175	100	65	1070	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	235	85	175	205	120	100	1175	100	65	1070	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	235	85	175	205	120	100	1175	100	65	1070	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1175	100	65	1070	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1175	100	65	1070	160

Saturation Flow Module:	Santa Fe Ave		Santa Fe Ave		Pacific Coast Hwy		Pacific Coast Hwy					
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Santa Fe Ave		Santa Fe Ave		Pacific Coast Hwy		Pacific Coast Hwy					
Vol/Sat:	0.08	0.07	0.05	0.11	0.06	0.08	0.06	0.37	0.06	0.04	0.33	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

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

Volume Module:

Base Vol:	30	20	195	145	35	50	20	1460	15	60	1270	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	195	145	35	50	20	1460	15	60	1270	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	195	145	35	50	20	1460	15	60	1270	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	195	145	35	50	20	1460	15	60	1270	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	195	145	35	50	20	1460	15	60	1270	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	195	145	35	50	20	1460	15	60	1270	135

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.81	0.19	1.00	1.00	2.97	0.03	1.00	2.71	0.29
Final Sat.:	960	640	1600	1289	311	1600	1600	4751	49	1600	4339	461

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.12	0.09	0.11	0.03	0.01	0.31	0.31	0.04	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

Street Name:	Alameda St Ramp			Sepulveda Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase	Protected		Protected						
Rights:	Include		Include	Include		Ovl						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	1	0	2	0	1
Lanes:	0	1	0	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	20	5	280	15	95	80	360	5	5	340	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	5	280	15	95	80	360	5	5	340	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	20	5	280	15	95	80	360	5	5	340	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	5	280	15	95	80	360	5	5	340	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	280	15	95	80	360	5	5	340	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	5	280	15	95	80	360	5	5	340	260
OvlAdjVol:												112

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.34	0.33	1.90	0.10	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	533	2133	533	3037	163	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

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

Baseline Plus Construction PM Peak Hour

 Port of Los Angeles
 SCIG EIR
 Construction PM Peak Hour

Scenario Report
 Construction PM Peak

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

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 Construction PM Peak Hour

Impact Analysis Report
 Level Of Service

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

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

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Construction PM Peak Hour

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy	Ocean Blvd		
Approach:	North Bound South Bound	East Bound West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1
Volume Module:				
Base Vol:	5 580 0	0 105 495	0 0 0	5 140 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 580 0	0 105 495	0 0 0	5 140 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 580 0	0 105 495	0 0 0	5 140 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	5 580 0	0 105 495	0 0 0	5 140 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 580 0	0 105 495	0 0 0	5 140 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	5 580 0	0 105 495	0 0 0	5 140 0
Saturation Flow Module:				
Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600
Capacity Analysis Module:				
Vol/Sat:	0.00 0.18 0.00	0.00 0.03 0.17	0.00 0.00 0.00	0.00 0.04 0.00
Crit Moves:	****	****		****

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Construction PM Peak Hour

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

Intersection #2

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

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

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

Volume Module:

Base Vol:	0 0 10	115 10 0	585 170 0	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 10	115 10 0	585 170 0	0 0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 0 10	115 10 0	585 170 0	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 10	115 10 0	585 170 0	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 10	115 10 0	585 170 0	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 10	115 10 0	585 170 0	0 0 0 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	0.90 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.00 1.00	1.84 0.16 0.00	2.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3200 1600	2944 256 0	2880 3200 0	0 0 0 0

Capacity Analysis Module:

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

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

Intersection #3 Pier S Ave / Ocean Blvd

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

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	0 70 0	0 105 145	0 0 0	0 480 110
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 70 0	0 105 145	0 0 0	0 480 110
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 70 0	0 105 145	0 0 0	0 480 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 70 0	0 105 145	0 0 0	0 480 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 70 0	0 105 145	0 0 0	0 480 110
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 70 0	0 105 145	0 0 0	0 480 110

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #4

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

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

Volume Module:

Base Vol:	0 0 0 105 0 0	70 650 0 0 0 0 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 105 0 0	70 650 0 0 0 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Initial Fut:	0 0 0 105 0 0	70 650 0 0 0 0 0
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 105 0 0	70 650 0 0 0 0 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0 0
Reduced Vol:	0 0 0 105 0 0	70 650 0 0 0 0 0
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 105 0 0	70 650 0 0 0 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #5 Seaside Ave / Navy Way

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

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 3 0 0

Volume Module:

Base Vol:	385 0 0 0 0 0	0 2110 0 35 1990 0
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	385 0 0 0 0 0	0 2110 0 35 1990 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	385 0 0 0 0 0	0 2110 0 35 1990 0
User Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:	385 0 0 0 0 0	0 2110 0 35 1990 0
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	385 0 0 0 0 0	0 2110 0 35 1990 0
PCE Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:	385 0 0 0 0 0	0 2110 0 35 1990 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.14 0.00 0.00 0.00 0.00 0.00	0.00 0.49 0.00 0.01 0.47 0.00
Crit Volume:	193	0 703 18
Crit Moves:	****	****

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

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

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

Street Name:	Ferry St / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 1 0 1 1	1 0 2 0 0 0

Volume Module:

Base Vol:	0 275 310	5 65 0	0 0 0	0 60 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 275 310	5 65 0	0 0 0	0 60 0 0
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Initial Fut:	0 275 310	5 65 0	0 0 0	0 60 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 275 310	5 65 0	0 0 0	0 60 0 0
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Reduced Vol:	0 275 310	5 65 0	0 0 0	0 60 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 275 310	5 65 0	0 0 0	0 60 0 0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.19 0.22	0.00 0.02 0.00	0.00 0.00 0.00	0.02 0.00 0.00
Crit Volume:	310 5	0	30	
Crit Moves:	**** ****		****	

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

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

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

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

Volume Module:

Base Vol:	125 20 155	60 5 5	75 75 0	220 60 115
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	125 20 155	60 5 5	75 75 0	220 60 115
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Initial Fut:	125 20 155	60 5 5	75 75 0	220 60 115
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	125 20 155	60 5 5	75 75 0	220 60 115
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Reduced Vol:	125 20 155	60 5 5	75 75 0	220 60 115
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	125 20 155	60 5 5	75 75 0	220 60 115

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 0.42 0.58
Final Sat.:	2880 1600 1600	1600 1600 1600	1600 1600 1600	1600 668 932

Capacity Analysis Module:

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

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

Intersection #8 Anaheim St / Harbor Ave

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

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

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1370	15	0	980	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	75	135	15	30	15	1370	15	0	980	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	35	75	135	15	30	15	1370	15	0	980	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	35	75	135	15	30	15	1370	15	0	980	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1370	15	0	980	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1370	15	0	980	115

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #9 Anaheim St / Santa Fe Ave

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

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

Volume Module:

Base Vol:	20	150	30	160	145	75	75	1180	5	10	765	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	150	30	160	145	75	75	1180	5	10	765	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	150	30	160	145	75	75	1180	5	10	765	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	150	30	160	145	75	75	1180	5	10	765	140
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	30	160	145	75	75	1180	5	10	765	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	150	30	160	145	75	75	1180	5	10	765	140
OvlAdjVol:							0					

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.02	0.10	0.05	0.05	0.05	0.25	0.25	0.01	0.16	0.09
OvlAdjV/S:							0.00					
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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

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

Street Name:	E I St - W 9th St	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	155 70 0	150 70 0	45 1095 285	5 775 230
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	155 70 0	150 70 0	45 1095 285	5 775 230
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	155 70 0	150 70 0	45 1095 285	5 775 230
User Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	155 70 0	150 70 0	45 1095 285	5 775 230
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	155 70 0	150 70 0	45 1095 285	5 775 230
PCE Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	155 70 0	150 70 0	45 1095 285	5 775 230

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	1.00 2.00 1.00	1.00 2.38 0.62	1.00 2.00 1.00
Final Sat.:	1600 3200 1600	1600 3200 1600	1600 3809 991	1600 3200 1600

Capacity Analysis Module:

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

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

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.386
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Farragut Ave	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	0 0 0	60 0 95	35 1350 0	0 0 910 40
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0	60 0 95	35 1350 0	0 0 910 40
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 0 0	60 0 95	35 1350 0	0 0 910 40
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0	60 0 95	35 1350 0	0 0 910 40
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 0	60 0 95	35 1350 0	0 0 910 40
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0	60 0 95	35 1350 0	0 0 910 40

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.660
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Henry Ford Ave				Anaheim St			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	205 140 95 175 215 30	95 1170 0 65 825 150
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	205 140 95 175 215 30	95 1170 0 65 825 150
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	205 140 95 175 215 30	95 1170 0 65 825 150
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume:	205 140 95 175 215 30	95 1170 0 65 825 150
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	205 140 95 175 215 30	95 1170 0 65 825 150
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 0.00 1.00 1.00 1.00
Final Volume:	205 140 95 175 215 30	95 1170 0 65 825 150

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425 1425 1425 1425
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	1.78 1.22 1.00 1.00 2.63 0.37	1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:	2540 1735 1425 1425 3752 523	1425 2850 1425 1425 2850 1425

Capacity Analysis Module:

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

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.568
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

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

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

Volume Module:

Base Vol:	15 165 595 10 220 205	155 885 5 190 855 15
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	15 165 595 10 220 205	155 885 5 190 855 15
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	15 165 595 10 220 205	155 885 5 190 855 15
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	15 165 595 10 220 205	155 885 5 190 855 15
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	15 165 595 10 220 205	155 885 5 190 855 15
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	15 165 595 10 220 205	155 885 5 190 855 15

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

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

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

Street Name:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected	Split Phase		Split Phase						
Rights:	Ignore		Include	Include		Ignore						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1	0	1	0	1

Volume Module:

Base Vol:	20	360	0	115	335	45	65	0	15	65	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	360	0	115	335	45	65	0	15	65	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	360	0	115	335	45	65	0	15	65	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	360	0	115	335	45	65	0	15	65	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	360	0	115	335	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	360	0	115	335	45	65	0	15	65	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2424	326	1375	0	1375	1375	0	1375

Capacity Analysis Module:

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

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	5	0	135	70	0	145	125	380	0	20	165	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	380	0	20	165	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	380	0	20	165	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	380	0	20	165	70
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	380	0	20	165	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	135	70	0	145	125	380	0	20	165	70

Saturation Flow Module:

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

Capacity Analysis Module:

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

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		
Volume Module:						
Base Vol:	50 55 10	25 25 95	195 470	5 10 305	20	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	50 55 10	25 25 95	195 470	5 10 305	20	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	50 55 10	25 25 95	195 470	5 10 305	20	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	50 55 10	25 25 95	195 470	5 10 305	20	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	50 55 10	25 25 95	195 470	5 10 305	20	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	50 55 10	25 25 95	195 470	5 10 305	20	
Saturation Flow Module:						
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Lanes:	0.87 0.96 0.17	0.34 0.66 1.00	0.58 1.41 0.01	0.06 1.82 0.12		
Final Sat.:	1304 1435 261	517 983 1500	873 2104 22	90 2731 179		
Capacity Analysis Module:						
Vol/Sat:	0.04 0.04 0.04	0.05 0.03 0.06	0.22 0.22 0.22	0.11 0.11 0.11		
Crit Volume:	50	95 195	168			
Crit Moves:	***	***	***	***		

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		
Volume Module:						
Base Vol:	75 25 85	10 5 30	15 575	20 30 425	30	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	75 25 85	10 5 30	15 575	20 30 425	30	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	75 25 85	10 5 30	15 575	20 30 425	30	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	75 25 85	10 5 30	15 575	20 30 425	30	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	75 25 85	10 5 30	15 575	20 30 425	30	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	75 25 85	10 5 30	15 575	20 30 425	30	
Saturation Flow Module:						
Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500	
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Lanes:	1.00 0.23 0.77	1.00 0.14 0.86	0.05 1.88 0.07	0.12 1.76 0.12		
Final Sat.:	1500 341 1159	1500 214 1286	74 2828 98	186 2629 186		
Capacity Analysis Module:						
Vol/Sat:	0.05 0.07 0.07	0.01 0.02 0.02	0.20 0.20 0.20	0.16 0.16 0.16		
Crit Volume:	110	10	305	30		
Crit Moves:	***	***	***	***		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

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

Street Name:	Neptune Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Permitted	Permitted		Permitted	Permitted		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 0 0 0		0 0 1 1 0	0 1 1 0 0		
Volume Module:							
Base Vol:	10 0 5	0 0 0		0 605 25	15 515 0		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	10 0 5	0 0 0		0 605 25	15 515 0		
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0		
Initial Fut:	10 0 5	0 0 0		0 605 25	15 515 0		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	10 0 5	0 0 0		0 605 25	15 515 0		
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
Reduced Vol:	10 0 5	0 0 0		0 605 25	15 515 0		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
FinalVolume:	10 0 5	0 0 0		0 605 25	15 515 0		
Saturation Flow Module:							
Sat/Lane:	1500 1500 1500	1500 1500 1500		1500 1500 1500	1500 1500 1500		
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Lanes:	1.00 0.33 0.67	0.00 0.00 0.00		0.00 1.92 0.08	0.06 1.94 0.00		
Final Sat.:	1500 500 1000	0 0 0		0 2881 119	85 2915 0		
Capacity Analysis Module:							
Vol/Sat:	0.01 0.00 0.01	0.00 0.00 0.00		0.00 0.21 0.21	0.18 0.18 0.00		
Crit Volume:	10	0		315	15		
Crit Moves:	****			****	****		

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

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		
Control:	Permitted	Permitted		Permitted	Permitted		
Rights:	Include	Include		Include	Include		
Min. Green:	0 0 0	0 0 0		0 0 0	0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0		1 0 1 1 0	1 0 1 1 0		
Volume Module:							
Base Vol:	0 0 0	5 0 60		0 605 0	0 515 5		
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
Initial Bse:	0 0 0	5 0 60		0 605 0	0 515 5		
Added Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
PasserByVol:	0 0 0	0 0 0		0 0 0	0 0 0		
Initial Fut:	0 0 0	5 0 60		0 605 0	0 515 5		
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
PHF Volume:	0 0 0	5 0 60		0 605 0	0 515 5		
Reduct Vol:	0 0 0	0 0 0		0 0 0	0 0 0		
Reduced Vol:	0 0 0	5 0 60		0 605 0	0 515 5		
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00		1.00 1.00 1.00	1.00 1.00 1.00		
FinalVolume:	0 0 0	5 0 60		0 605 0	0 515 5		
Saturation Flow Module:							
Sat/Lane:	1500 1500 1500	1500 1500 1500		1500 1500 1500	1500 1500 1500		
Adjustment:	0.80 0.80 0.80	0.80 0.80 0.80		0.80 0.80 0.80	0.80 0.80 0.80		
Lanes:	0.00 1.00 0.00	0.15 0.85 1.00		1.00 2.00 0.00	1.00 1.98 0.02		
Final Sat.:	0 1200 0	185 1015 1200		1200 2400 0	1200 2377 23		
Capacity Analysis Module:							
Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.05		0.00 0.25 0.00	0.00 0.22 0.22		
Crit Volume:	0	60		303	0		
Crit Moves:		****		****	****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0
Volume Module:	10 60		25 250 135		0 45 460		20 50 315 205		
Base Vol:	10 60		25 250 135		0 45 460		20 50 315 205		
Growth Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Initial Bse:	10 60		25 250 135		0 45 460		20 50 315 205		
Added Vol:	0 0		0 0		0 0		0 0 0 0		
PasserByVol:	0 0		0 0		0 0		0 0 0 0		
Initial Fut:	10 60		25 250 135		0 45 460		20 50 315 205		
User Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Volume:	10 60		25 250 135		0 45 460		20 50 315 205		
Reduced Vol:	0 0		0 0		0 0		0 0 0 0		
Reduced Vol:	10 60		25 250 135		0 45 460		20 50 315 205		
PCE Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Final Volume:	10 60		25 250 135		0 45 460		20 50 315 205		
Saturation Flow Module:	1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500		
Sat/Lane:	1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500		
Adjustment:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Lanes:	0.21 1.26		0.53 1.00 2.00		1.00 1.00 1.92		0.08 1.00 2.00 1.00		
Final Sat.:	316 1895		789 1500 3000		1500 2875		125 1500 3000 1500		
Capacity Analysis Module:	0.03 0.03		0.03 0.17 0.05 0.00		0.03 0.16 0.16		0.03 0.11 0.14		
Vol/Sat:	0.03 0.03		0.03 0.17 0.05 0.00		0.03 0.16 0.16		0.03 0.11 0.14		
Crit Volume:	48 250		240 50		50		387		
Crit Moves:	****		****		****		****		

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0
Volume Module:	0 0		0 170 0 300		255 1180		0 0 950 210		
Base Vol:	0 0		0 170 0 300		255 1180		0 0 950 210		
Growth Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Initial Bse:	0 0		0 170 0 300		255 1180		0 0 950 210		
Added Vol:	0 0		0 0		0 0		0 0 0 0		
PasserByVol:	0 0		0 0		0 0		0 0 0 0		
Initial Fut:	0 0		0 170 0 300		255 1180		0 0 950 210		
User Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
PHF Volume:	0 0		0 170 0 300		255 1180		0 0 950 210		
Reduced Vol:	0 0		0 0		0 0		0 0 0 0		
Reduced Vol:	0 0		0 170 0 300		255 1180		0 0 950 210		
PCE Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Final Volume:	0 0		0 170 0 300		255 1180		0 0 950 210		
Saturation Flow Module:	1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425		
Sat/Lane:	1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425		
Adjustment:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00		
Lanes:	0.00 0.00		0.00 1.00 0.00		1.00 2.00 0.00		0.00 2.46 0.54		
Final Sat.:	0 0		0 1425 0 1425		1425 2850		0 0 3501 774		
Capacity Analysis Module:	0.00 0.00		0.00 0.12 0.00 0.21		0.18 0.41 0.00		0.00 0.00 0.27 0.27		
Vol/Sat:	0.00 0.00		0.00 0.12 0.00 0.21		0.18 0.41 0.00		0.00 0.00 0.27 0.27		
Crit Volume:	0		300 255		387		387		
Crit Moves:	****		****		****		****		

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

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

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1810	5	45	1245	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	45	290	160	35	10	10	1810	5	45	1245	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	45	290	160	35	10	10	1810	5	45	1245	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1810	5	45	1245	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1810	5	45	1245	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1810	5	45	1245	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.72	0.28
Final Sat.:	700	900	1600	1313	287	1600	1600	4787	13	1600	4346	454

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.38	0.38	0.03	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

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

Volume Module:

Base Vol:	5	25	15	235	25	160	185	855	0	5	420	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	15	235	25	160	185	855	0	5	420	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	15	235	25	160	185	855	0	5	420	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	15	235	25	160	185	855	0	5	420	340
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	235	25	160	185	855	0	5	420	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	15	235	25	160	185	855	0	5	420	340

OvlAdjVol: 180

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.11	0.67	1.81	0.19	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2892	308	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.10	0.12	0.27	0.00	0.00	0.26	0.21
OvlAdjV/S:												0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Baseline Plus Project AM Peak Hour

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Scenario: Scenario Report
 CEQA Build AM

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

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Impact Analysis Report
 Level Of Service

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

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

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

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	5 380	0 0 145	585	0 0 0	0 25 115	95
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00
Initial Bse:	5 380	0 0 145	585	0 0 0	0 25 115	95
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Initial Fut:	5 380	0 0 145	585	0 0 0	0 25 115	95
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00
PHF Volume:	5 380	0 0 145	585	0 0 0	0 25 115	0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0
Reduced Vol:	5 380	0 0 145	585	0 0 0	0 25 115	0
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00
FinalVolume:	5 380	0 0 145	585	0 0 0	0 25 115	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.12	0.00 0.00	0.05 0.20	0.00 0.00	0.00 0.02	0.04 0.00
Crit Moves:	****		****		****	

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Level Of Service Computation Report

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

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 170 0 0 385 125 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 170 0 0 385 125 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 0 385 125 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 170 0 0 385 125 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 0 385 125 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 170 0 0 385 125 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.00 0.13 0.04 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

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

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 65 0 0 0 80 75 0 0 0 0 0 545 110
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.00 0.17 0.04
Crit Moves: **** ****

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Level Of Service Computation Report

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

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*****
Intersection #4
Cycle (sec):      100      Critical Vol./Cap.(X):      0.262
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    24      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
Volume Module:
Base Vol:      0 0 0      80 0 0      65 430 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   0 0 0      80 0 0      65 430 0      0 0 0 0
Added Vol:    0 0 0      0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0      80 0 0      65 430 0      0 0 0 0
User Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   0 0 0      80 0 0      65 430 0      0 0 0 0
Reduct Vol:   0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0      80 0 0      65 430 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  0 0 0      80 0 0      65 430 0      0 0 0 0
Saturation Flow Module:
Sat/Lane:     1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:   1.00 1.00 1.00  0.90 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        0.00 0.00 0.00  2.00 0.00 0.00  1.00 2.00 0.00  0.00 0.00 0.00
Final Sat.:   0 0 0      2880 0 0      1600 3200 0      0 0 0 0
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00  0.03 0.00 0.00  0.04 0.13 0.00  0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
Cycle (sec):      100      Critical Vol./Cap.(X):      0.543
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    41      Level Of Service:      A
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
Volume Module:
Base Vol:      50 0 260 0 0 0      0 2165 280 55 2260 110
Growth Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   50 0 260 0 0 0      0 2165 280 55 2260 110
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0 0
Initial Fut:   50 0 260 0 0 0      0 2165 280 55 2260 110
User Adj:     1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
PHF Volume:   50 0 0 0 0 0      0 2165 280 55 2260 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:  50 0 0 0 0 0      0 2165 280 55 2260 0
PCE Adj:      1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 0.00
FinalVolume:  50 0 0 0 0 0      0 2165 280 55 2260 0
Saturation Flow Module:
Sat/Lane:     1425 1425 1425  1425 1425 1425  1425 1425 1425  1425 1425 1425
Adjustment:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:        2.00 0.00 1.00  0.00 0.00 0.00  0.00 3.00 1.00  2.00 3.00 0.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
Capacity Analysis Module:
Vol/Sat:      0.02 0.00 0.00  0.00 0.00 0.00  0.00 0.51 0.20  0.02 0.53 0.00
Crit Volume:  25          0          722          28
Crit Moves:   ****          ****          ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.237
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

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

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

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

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

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Level Of Service Computation Report

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

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

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

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

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

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.78 0.53 0.69
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1241 849 1110

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

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Level Of Service Computation Report

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

 Intersection #8 Anaheim St / Harbor Ave

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

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
 Base Vol: 10 10 35 105 30 10 10 920 25 25 1230 155
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 10 35 105 30 10 10 920 25 25 1230 155
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 10 35 105 30 10 10 920 25 25 1230 155
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 10 35 105 30 10 10 920 25 25 1230 155
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 10 35 105 30 10 10 920 25 25 1230 155
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 10 35 105 30 10 10 920 25 25 1230 155

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

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

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Level Of Service Computation Report

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

 Intersection #9 Anaheim St / Santa Fe Ave

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

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
 Base Vol: 0 160 15 105 110 65 30 845 0 5 870 250
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 160 15 105 110 65 30 845 0 5 870 250
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 160 15 105 110 65 30 845 0 5 870 250
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 160 15 105 110 65 30 845 0 5 870 250
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 160 15 105 110 65 30 845 0 5 870 250
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 160 15 105 110 65 30 845 0 5 870 250
 OvlAdjVol: 35

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

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

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Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 160 75 10 230 35 120 130 670 125 5 815 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 75 10 230 35 120 130 670 125 5 815 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 75 10 230 35 120 130 670 125 5 815 220
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 75 0 230 35 0 130 670 125 5 815 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 75 0 230 35 0 130 670 125 5 815 220
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 75 0 230 35 0 130 670 125 5 815 220

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.14 0.01 0.00 0.08 0.17 0.17 0.00 0.25 0.14
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 10 0 20 40 915 0 0 1085 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 20 40 915 0 0 1085 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 915 0 0 1085 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 20 40 915 0 0 1085 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 915 0 0 1085 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 20 40 915 0 0 1085 30

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.21 0.00 0.00 0.38 0.02
Crit Volume: 0 10 40 543
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	35	75	40	65	175	20	45	885	275	65	915	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	75	40	65	175	20	45	885	275	65	915	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	75	40	65	175	20	45	885	275	65	915	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	35	75	40	65	175	20	45	885	0	65	915	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	75	40	65	175	20	45	885	0	65	915	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	35	75	40	65	175	20	45	885	0	65	915	80

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.69	0.31	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1425	2850	1425	1425	3837	438	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

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

Volume Module:

Base Vol:	20	40	340	20	120	170	55	710	15	310	580	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	40	340	20	120	170	55	710	15	310	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	40	340	20	120	170	55	710	15	310	580	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	40	340	20	120	170	55	710	15	310	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	40	340	20	120	170	55	710	15	310	580	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	40	340	20	120	170	55	710	15	310	580	10

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

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

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

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

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.71 0.29 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2351 399 1375 229 1146 1375 0 1375

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 5 35 75 5 120 80 185 5 120 255 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 75 5 120 80 185 5 120 255 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 185 5 120 255 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 75 5 120 80 185 5 120 255 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 185 5 120 255 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 75 5 120 80 185 5 120 255 50

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

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

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

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

Volume Module:

Base Vol:	25	15	10	15	35	50	155	245	40	10	365	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	10	15	35	50	155	245	40	10	365	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	15	10	15	35	50	155	245	40	10	365	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	15	10	15	35	50	155	245	40	10	365	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	10	15	35	50	155	245	40	10	365	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	15	10	15	35	50	155	245	40	10	365	15

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

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

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

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

Volume Module:

Base Vol:	65	10	65	15	20	15	20	365	50	75	365	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	10	65	15	20	15	20	365	50	75	365	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	10	65	15	20	15	20	365	50	75	365	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	10	65	15	20	15	20	365	50	75	365	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	65	15	20	15	20	365	50	75	365	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	10	65	15	20	15	20	365	50	75	365	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	1.00	0.57	0.43	0.09	1.68	0.23	0.33	1.63	0.04
Final Sat.:	1500	200	1300	1500	857	643	138	2517	345	500	2433	67

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

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

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

Volume Module:
Base Vol: 5 5 20 0 0 0 0 420 10 15 430 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 420 10 15 430 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 420 10 15 430 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 420 10 15 430 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 420 10 15 430 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 420 10 15 430 0

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

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

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

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

Volume Module:
Base Vol: 0 0 0 10 0 70 0 420 0 0 430 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 70 0 420 0 0 430 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 70 0 420 0 0 430 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 70 0 420 0 0 430 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 70 0 420 0 0 430 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 70 0 420 0 0 430 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

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

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

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

Volume Module:

Base Vol:	5	10	10	275	125	0	60	275	55	50	285	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	275	125	0	60	275	55	50	285	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	275	125	0	60	275	55	50	285	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	275	125	0	60	275	55	50	285	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	275	125	0	60	275	55	50	285	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	275	125	0	60	275	55	50	285	150

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

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

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

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

Volume Module:

Base Vol:	0	0	0	120	0	245	245	750	0	0	965	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	245	245	750	0	0	965	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	245	245	750	0	0	965	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	245	245	750	0	0	965	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	245	245	750	0	0	965	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	245	245	750	0	0	965	125

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

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

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

Volume Module:

Base Vol:	155	265	35	230	305	145	70	765	65	40	1075	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	265	35	230	305	145	70	765	65	40	1075	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	265	35	230	305	145	70	765	65	40	1075	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	265	35	230	305	145	70	765	65	40	1075	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	265	35	230	305	145	70	765	65	40	1075	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	265	35	230	305	145	70	765	65	40	1075	130

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

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

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

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

Volume Module:
Base Vol: 15 30 95 210 90 25 5 1000 20 65 1480 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 30 95 210 90 25 5 1000 20 65 1480 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 30 95 210 90 25 5 1000 20 65 1480 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 30 95 210 90 25 5 1000 20 65 1480 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 30 95 210 90 25 5 1000 20 65 1480 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 30 95 210 90 25 5 1000 20 65 1480 170

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.69 0.31
Final Sat.: 533 1067 1600 1120 480 1600 1600 4706 94 1600 4305 495

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

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Level Of Service Computation Report

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

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

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

Control Rights:	Split Phase Include		Split Phase Include		Protected Include		Protected Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0

Volume Module:
Base Vol: 20 30 10 170 25 135 115 425 20 20 605 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 30 10 170 25 135 115 425 20 20 605 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 30 10 170 25 135 115 425 20 20 605 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 30 10 170 25 135 115 425 20 20 605 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 30 10 170 25 135 115 425 20 20 605 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 30 10 170 25 135 115 425 20 20 605 135
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 1.00 0.33 1.74 0.26 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 1067 1600 533 2790 410 1600 1600 3200 1600 1600 1600 1600

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

Baseline Plus Project MD Peak Hour

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Scenario: Scenario Report
 CEQA Build MD

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

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Impact Analysis Report
 Level Of Service

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

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

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

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

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

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

Volume Module:
 Base Vol: 5 830 0 0 155 715 0 0 0 10 145 210
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 830 0 0 155 715 0 0 0 10 145 210
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 830 0 0 155 715 0 0 0 10 145 210
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 5 830 0 0 155 715 0 0 0 10 145 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 830 0 0 155 715 0 0 0 10 145 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 5 830 0 0 155 715 0 0 0 10 145 0

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 0 0 3200 2880 0 0 0 1600 3200 1600

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

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Level Of Service Computation Report

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

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.452
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Protected       Protected
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 25 5 165 10 0 835 170 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 25 5 165 10 0 835 170 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 25 5 165 10 0 835 170 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 25 5 165 10 0 835 170 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 25 5 165 10 0 835 170 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 25 5 165 10 0 835 170 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 2.00 1.00 1.89 0.11 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 3200 1600 3017 183 0 2880 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.01 0.00 0.05 0.05 0.00 0.29 0.05 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report

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

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*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.366
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    27          Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Protected       Protected       Split Phase     Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 65 0 0 0 170 60 0 0 0 0 0 680 215
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 65 0 0 0 170 60 0 0 0 0 0 680 215
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 65 0 0 0 170 60 0 0 0 0 0 680 215
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 65 0 0 0 170 60 0 0 0 0 0 680 215
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 65 0 0 0 170 60 0 0 0 0 0 680 215
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 65 0 0 0 170 60 0 0 0 0 0 680 215
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:           0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:      0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.00 0.21 0.07
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report

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

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.420
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Split Phase      Split Phase      Split Phase      Split Phase
Rights:          Include        Include        Include        Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 170 0 0 65 835 0 0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 170 0 0 65 835 0 0 0 0 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 0 0 170 0 0 65 835 0 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 170 0 0 65 835 0 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   0 0 0 170 0 0 65 835 0 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 170 0 0 65 835 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.26 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.430
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    33          Level Of Service:      A
*****
Street Name:     Navy Way              Seaside Ave
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Permitted        Permitted        Protected        Protected
Rights:          Ignore          Include          Owl              Ignore
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          2 0 0 0 1 0 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:       165 0 790 0 0 0 0 1555 115 25 1550 140
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   165 0 790 0 0 0 0 1555 115 25 1550 140
Added Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   165 0 790 0 0 0 0 1555 115 25 1550 140
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   165 0 0 0 0 0 0 1555 115 25 1550 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  165 0 0 0 0 0 0 1555 115 25 1550 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  165 0 0 0 0 0 0 1555 115 25 1550 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:  2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.08 0.01 0.36 0.00
Crit Volume:  83          0          518         13
Crit Moves:   ****          ****          ****          ****
*****
    
```


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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

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

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

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

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

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

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Level Of Service Computation Report

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

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

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

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

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

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.57 1.43 1.00 1.00 0.35 0.65
Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 561 1039

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

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Level Of Service Computation Report

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

Intersection #8 Anaheim St / Harbor Ave

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

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	40	25	65	80	15	10	25	1170	25	20	1070	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	65	80	15	10	25	1170	25	20	1070	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	65	80	15	10	25	1170	25	20	1070	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	65	80	15	10	25	1170	25	20	1070	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	65	80	15	10	25	1170	25	20	1070	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	65	80	15	10	25	1170	25	20	1070	130

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #9 Anaheim St / Santa Fe Ave

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

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	120	25	155	105	75	50	1035	0	10	860	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	120	25	155	105	75	50	1035	0	10	860	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	120	25	155	105	75	50	1035	0	10	860	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	120	25	155	105	75	50	1035	0	10	860	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	25	155	105	75	50	1035	0	10	860	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	120	25	155	105	75	50	1035	0	10	860	170

Saturation Flow Module:

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

Capacity Analysis Module:

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

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CEQA Build - MD Peak Hour

Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	105	50	10	330	50	160	180	845	110	10	755	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	50	10	330	50	160	180	845	110	10	755	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	50	10	330	50	160	180	845	110	10	755	375
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	50	0	330	50	0	180	845	110	10	755	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	50	0	330	50	0	180	845	110	10	755	375
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	50	0	330	50	0	180	845	110	10	755	375

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.65	0.35	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4247	553	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.02	0.00	0.21	0.02	0.00	0.11	0.20	0.20	0.01	0.24	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	0	0	0	25	0	50	25	1125	0	0	965	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	50	25	1125	0	0	965	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	50	25	1125	0	0	965	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	50	25	1125	0	0	965	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	50	25	1125	0	0	965	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	50	25	1125	0	0	965	20

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.02	0.26	0.00	0.00	0.34	0.01
Crit Volume:	0	25	25	483	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 160 140 125 150 160 60 110 910 150 75 830 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 140 125 150 160 60 110 910 150 75 830 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 140 125 150 160 60 110 910 150 75 830 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 160 140 125 150 160 60 110 910 0 75 830 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 140 125 150 160 60 110 910 0 75 830 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 160 140 125 150 160 60 110 910 0 75 830 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.60 1.40 1.00 1.00 2.18 0.82 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2280 1995 1425 1425 3109 1166 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.09 0.11 0.05 0.05 0.08 0.32 0.00 0.05 0.29 0.11
Crit Volume: 125 150 455 75
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

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

Volume Module:
Base Vol: 10 75 445 10 60 165 90 635 0 320 655 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 75 445 10 60 165 90 635 0 320 655 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 75 445 10 60 165 90 635 0 320 655 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 75 445 10 60 165 90 635 0 320 655 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 75 445 10 60 165 90 635 0 320 655 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 75 445 10 60 165 90 635 0 320 655 15

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

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.16 0.01 0.02 0.12 0.06 0.22 0.00 0.11 0.24 0.24
Crit Volume: 10 165 318 160
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 30 220 75 80 210 40 70 5 25 80 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 220 75 80 210 40 70 5 25 80 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 220 75 80 210 40 70 5 25 80 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 30 220 0 80 210 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 220 0 80 210 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 30 220 0 80 210 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.68 0.32 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2310 440 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.08 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 30 125 70 80
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.233
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 10 130 10 10 25 60 270 0 25 225 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 130 10 10 25 60 270 0 25 225 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 25 60 270 0 25 225 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 130 10 10 25 60 270 0 25 225 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 25 60 270 0 25 225 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 130 10 10 25 60 270 0 25 225 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.36 1.64 0.00 0.18 1.61 0.21
Final Sat.: 1500 107 1393 1500 429 1071 545 2455 0 268 2411 321

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.11 0.11 0.00 0.09 0.09 0.09
Crit Volume: 140 10 60 140
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.200
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

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

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

Volume Module:
Base Vol: 30 20 10 5 20 40 100 315 15 5 245 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 5 20 40 100 315 15 5 245 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 5 20 40 100 315 15 5 245 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 5 20 40 100 315 15 5 245 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 5 20 40 100 315 15 5 245 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 5 20 40 100 315 15 5 245 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.15 0.85 1.00 0.46 1.47 0.07 0.04 1.88 0.08
Final Sat.: 1500 1000 500 231 1269 1500 698 2198 105 58 2827 115

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.14 0.14 0.14 0.09 0.09 0.09
Crit Volume: 30 40 100 130
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.270
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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

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

Volume Module:
Base Vol: 65 20 105 5 10 25 20 325 35 85 265 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 65 20 105 5 10 25 20 325 35 85 265 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 20 105 5 10 25 20 325 35 85 265 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 20 105 5 10 25 20 325 35 85 265 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 20 105 5 10 25 20 325 35 85 265 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 65 20 105 5 10 25 20 325 35 85 265 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.16 0.84 1.00 0.29 0.71 0.11 1.71 0.18 0.47 1.47 0.06
Final Sat.: 1500 240 1260 1500 429 1071 158 2566 276 708 2208 83

Capacity Analysis Module:
Vol/Sat: 0.04 0.08 0.08 0.00 0.02 0.02 0.13 0.13 0.13 0.12 0.12 0.12
Crit Volume: 125 5 190 85
Crit Moves: **** **** **** ****

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CEQA Build - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.140
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 5 15 0 0 0 0 0 370 10 5 355 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 15 0 0 0 0 0 370 10 5 355 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 0 370 10 5 355 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 15 0 0 0 0 0 370 10 5 355 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 0 370 10 5 355 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 15 0 0 0 0 0 370 10 5 355 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.03 1.97 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2921 79 42 2958 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.13 0.13 0.12 0.12 0.00
Crit Volume: 15 0 190 5
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.192
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 5 0 45 0 370 0 0 355 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 5 0 45 0 370 0 0 355 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 45 0 370 0 0 355 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 5 0 45 0 370 0 0 355 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 45 0 370 0 0 355 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 5 0 45 0 370 0 0 355 0

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.15 0.00 0.00 0.15 0.00
Crit Volume: 0 45 185 0
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

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

Volume Module:
Base Vol: 10 10 10 265 175 0 50 285 10 40 195 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 10 10 265 175 0 50 285 10 40 195 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 10 265 175 0 50 285 10 40 195 155
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 10 265 175 0 50 285 10 40 195 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 10 265 175 0 50 285 10 40 195 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 10 10 265 175 0 50 285 10 40 195 155

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2898 102 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.10 0.10 0.03 0.07 0.10
Crit Volume: 15 265 50 155
Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 85 0 220 190 840 0 0 775 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 85 0 220 190 840 0 0 775 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 85 0 220 190 840 0 0 775 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 85 0 220 190 840 0 0 775 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 85 0 220 190 840 0 0 775 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 85 0 220 190 840 0 0 775 150

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.51 0.49
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3582 693

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22
Crit Volume: 0 220 190 308
Crit Moves: **** **

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Level Of Service Computation Report

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

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

Volume Module:

Base Vol:	120	235	85	175	205	120	100	1035	100	65	940	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	235	85	175	205	120	100	1035	100	65	940	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	235	85	175	205	120	100	1035	100	65	940	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	235	85	175	205	120	100	1035	100	65	940	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1035	100	65	940	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1035	100	65	940	160

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.05	0.11	0.06	0.08	0.06	0.32	0.06	0.04	0.29	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

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

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

Volume Module:

Base Vol: 30 20 195 145 35 50 20 1330 15 60 1140 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 195 145 35 50 20 1330 15 60 1140 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 195 145 35 50 20 1330 15 60 1140 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 195 145 35 50 20 1330 15 60 1140 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 195 145 35 50 20 1330 15 60 1140 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 195 145 35 50 20 1330 15 60 1140 135

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.68 0.32
Final Sat.: 960 640 1600 1289 311 1600 1600 4746 54 1600 4292 508

Capacity Analysis Module:

Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.28 0.28 0.04 0.27 0.27
Crit Moves: **** **

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CEQA Build - MD Peak Hour

Level Of Service Computation Report

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

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

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

Volume Module:

Base Vol: 5 20 5 195 15 95 80 350 5 5 325 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 5 195 15 95 80 350 5 5 325 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 5 195 15 95 80 350 5 5 325 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 5 195 15 95 80 350 5 5 325 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 195 15 95 80 350 5 5 325 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 5 195 15 95 80 350 5 5 325 175
OvlAdjVol: 70

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 1.34 0.33 1.86 0.14 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 533 2133 533 2971 229 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.06 0.05 0.11 0.00 0.00 0.20 0.11
OvlAdjV/S: 0.04
Crit Moves: **** **

Baseline Plus Project PM Peak Hour

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Scenario Report

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

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	LOS	Veh C	LOS	Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.408	A	xxxxx 0.408	+ 0.000 V/C
# 2	A	xxxxx 0.390	A	xxxxx 0.390	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.366	A	xxxxx 0.366	+ 0.000 V/C
# 4	A	xxxxx 0.372	A	xxxxx 0.372	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx 0.648	B	xxxxx 0.648	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.263	A	xxxxx 0.263	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.471	A	xxxxx 0.471	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A	xxxxx 0.571	A	xxxxx 0.571	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A	xxxxx 0.589	A	xxxxx 0.589	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.586	A	xxxxx 0.586	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.412	A	xxxxx 0.412	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.688	B	xxxxx 0.688	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.565	A	xxxxx 0.565	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.262	A	xxxxx 0.262	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.347	A	xxxxx 0.347	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.322	A	xxxxx 0.322	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.230	A	xxxxx 0.230	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.390	A	xxxxx 0.390	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.655	B	xxxxx 0.655	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx 0.790	C	xxxxx 0.790	+ 0.000 V/C

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

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

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

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

Volume Module:

Base Vol:	0 0 10	130 10	0 690 170	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 10	130 10	0 690 170	0 0 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 0 10	130 10	0 690 170	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 10	130 10	0 690 170	0 0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 0 10	130 10	0 690 170	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 10	130 10	0 690 170	0 0 0 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	0.90 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.00 1.00	1.86 0.14 0.00	2.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3200 1600	2971 229 0	2880 3200 0	0 0 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.01	0.04 0.04 0.00	0.24 0.05 0.00	0.00 0.00 0.00
Crit Moves:	****	****	****	

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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

Volume Module:

Base Vol:	0 70 0	0 105 145	0 0 0	0 560 110
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 70 0	0 105 145	0 0 0	0 560 110
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 70 0	0 105 145	0 0 0	0 560 110
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 70 0	0 105 145	0 0 0	0 560 110
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 70 0	0 105 145	0 0 0	0 560 110
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 70 0	0 105 145	0 0 0	0 560 110

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00 0.02 0.00	0.00 0.03 0.09	0.00 0.00 0.00	0.00 0.17 0.04
Crit Moves:	****	****		****

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

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	105	0	0	70	755	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	0	70	755	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	0	70	755	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	0	70	755	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	0	70	755	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	105	0	0	70	755	0	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.24	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

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

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

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

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	2 0 2 1 0

Volume Module:

Base Vol:	385	0	695	0	0	0	0	2140	225	35	2010	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	0	695	0	0	0	0	2140	225	35	2010	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	385	0	695	0	0	0	0	2140	225	35	2010	75
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	385	0	0	0	0	0	0	2140	225	35	2010	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	385	0	0	0	0	0	0	2140	225	35	2010	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	385	0	0	0	0	0	0	2140	225	35	2010	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.16	0.01	0.47	0.00
Crit Volume:	193							713		18		
Crit Moves:	****							****		****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.263
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	0	275	340	5	85	0	0	0	0	60	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	340	5	85	0	0	0	0	60	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	340	5	85	0	0	0	0	60	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	275	340	5	85	0	0	0	0	60	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	340	5	85	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	275	340	5	85	0	0	0	0	60	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.24	0.00	0.03	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:	340	5				0				30		
Crit Moves:	****	****								****		

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

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

Volume Module:

Base Vol:	130	5	135	60	5	5	75	75	270	195	60	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	5	135	60	5	5	75	75	270	195	60	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	5	135	60	5	5	75	75	270	195	60	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	5	135	60	5	5	75	75	0	195	60	120
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	5	135	60	5	5	75	75	0	195	60	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	130	5	135	60	5	5	75	75	0	195	60	120

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.36	0.64
Final Sat.:	2880	1600	1600	1600	1600	1600	1600	1600	1600	1600	576	1024

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.08	0.04	0.00	0.00	0.05	0.05	0.00	0.12	0.10	0.12
Crit Moves:	****	****		****	****		****	****		****		

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

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

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1415	15	0	1065	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	75	135	15	30	15	1415	15	0	1065	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	35	75	135	15	30	15	1415	15	0	1065	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	35	75	135	15	30	15	1415	15	0	1065	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1415	15	0	1065	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1415	15	0	1065	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4750	50	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.30	0.30	0.00	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

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

Volume Module:

Base Vol:	5	150	30	160	145	75	75	1230	0	10	855	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	150	30	160	145	75	75	1230	0	10	855	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	150	30	160	145	75	75	1230	0	10	855	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	150	30	160	145	75	75	1230	0	10	855	140
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	30	160	145	75	75	1230	0	10	855	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	150	30	160	145	75	75	1230	0	10	855	140
OvlAdjVol:												

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.02	0.10	0.05	0.05	0.05	0.26	0.00	0.01	0.18	0.09
OvlAdjV/S:												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Street Name:	E I St - W 9th St	Anaheim St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

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

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Volume Module:

Base Vol:	155 55 5 195 50 110	135 1090 285	5 775 300
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	155 55 5 195 50 110	135 1090 285	5 775 300
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Initial Fut:	155 55 5 195 50 110	135 1090 285	5 775 300
User Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	155 55 0 195 50 0	135 1090 285	5 775 300
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Reduced Vol:	155 55 0 195 50 0	135 1090 285	5 775 300
PCE Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	155 55 0 195 50 0	135 1090 285	5 775 300

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600 1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00 1.00 2.00 1.00	1.00 2.38 0.62	1.00 2.00 1.00
Final Sat.:	1600 3200 1600 1600 3200 1600	1600 3805 995	1600 3200 1600

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Capacity Analysis Module:

Vol/Sat:	0.10 0.02 0.00 0.12 0.02 0.00	0.08 0.29 0.29	0.00 0.24 0.19
Crit Moves:	****	****	****

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

Intersection #11 Anaheim St / Farragut Ave

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

Street Name:	Farragut Ave	Anaheim St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

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

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Volume Module:

Base Vol:	0 0 0 60 0 95	35 1440 0	0 985 40
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0 60 0 95	35 1440 0	0 985 40
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Initial Fut:	0 0 0 60 0 95	35 1440 0	0 985 40
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 60 0 95	35 1440 0	0 985 40
Reduced Vol:	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0
Reduced Vol:	0 0 0 60 0 95	35 1440 0	0 985 40
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 60 0 95	35 1440 0	0 985 40

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Saturation Flow Module:

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

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.07	0.02 0.34 0.00	0.00 0.35 0.03
Crit Volume:	0	60	35 493
Crit Moves:	****	****	****

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

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	205	125	95	175	200	30	85	1260	250	65	895	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	125	95	175	200	30	85	1260	250	65	895	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	125	95	175	200	30	85	1260	250	65	895	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	125	95	175	200	30	85	1260	0	65	895	150
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	125	95	175	200	30	85	1260	0	65	895	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	205	125	95	175	200	30	85	1260	0	65	895	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	1.14	1.00	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2656	1619	1425	1425	3717	558	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.07	0.12	0.05	0.05	0.06	0.44	0.00	0.05	0.31	0.11
Crit Volume:	110	175	175	175	175	175	630	65	65	65	435	435
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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

Volume Module:

Base Vol:	15	110	680	10	175	180	150	880	5	260	855	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	110	680	10	175	180	150	880	5	260	855	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	110	680	10	175	180	150	880	5	260	855	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	110	680	10	175	180	150	880	5	260	855	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	110	680	10	175	180	150	880	5	260	855	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	110	680	10	175	180	150	880	5	260	855	15

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.24	0.01	0.06	0.13	0.11	0.31	0.00	0.09	0.31	0.31
Crit Volume:	340	10	150	340	10	150	340	10	150	340	435	435
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.262
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Split Phase		Split Phase		
Rights:	Ignore		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	1

Volume Module:

Base Vol:	20	345	55	115	320	45	65	0	15	65	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	345	55	115	320	45	65	0	15	65	0	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	345	55	115	320	45	65	0	15	65	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	345	0	115	320	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	345	0	115	320	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	345	0	115	320	45	65	0	15	65	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2411	339	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.05	0.00	0.00
Crit Volume:	173	58		65			65		65			
Crit Moves:	****	****		****			****		****			

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

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	5	0	135	70	0	145	125	405	0	20	190	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	405	0	20	190	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	405	0	20	190	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	405	0	20	190	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	405	0	20	190	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	405	0	20	190	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.47	1.53	0.00	0.14	1.36	0.50
Final Sat.:	1500	0	1500	1500	0	1500	708	2292	0	214	2036	750

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.18	0.18	0.00	0.09	0.09	0.09
Crit Volume:	135	70		265			265		20			
Crit Moves:	****	****		****			****		****			

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

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:

Base Vol:	50	55	10	25	25	95	195	495	5	10	330	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	95	195	495	5	10	330	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	95	195	495	5	10	330	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	95	195	495	5	10	330	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	95	195	495	5	10	330	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	55	10	25	25	95	195	495	5	10	330	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.34	0.66	1.00	0.56	1.43	0.01	0.06	1.83	0.11
Final Sat.:	1304	1435	261	517	983	1500	842	2137	22	83	2750	167

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.05	0.03	0.06	0.23	0.23	0.23	0.12	0.12	0.12
Crit Volume:	50			95	195	180						
Crit Moves:	***			***	***	***						

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

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	65	25	95	10	5	30	15	590	10	45	440	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	25	95	10	5	30	15	590	10	45	440	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	25	95	10	5	30	15	590	10	45	440	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	25	95	10	5	30	15	590	10	45	440	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	95	10	5	30	15	590	10	45	440	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	25	95	10	5	30	15	590	10	45	440	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.21	0.79	1.00	0.14	0.86	0.05	1.92	0.03	0.17	1.71	0.12
Final Sat.:	1500	313	1188	1500	214	1286	73	2878	49	262	2563	175

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.08	0.01	0.02	0.02	0.21	0.21	0.20	0.17	0.17	0.17
Crit Volume:	120			10			308		45			
Crit Moves:	***			***			***		***			

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

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.230
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

Volume Module:

Base Vol:	10	0	5	0	0	0	0	615	25	15	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	0	0	0	0	615	25	15	530	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	0	0	0	0	615	25	15	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	0	0	0	0	615	25	15	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	0	0	0	0	615	25	15	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	0	0	0	0	615	25	15	530	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.92	0.08	0.06	1.94	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2883	117	83	2917	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.18	0.00
Crit Volume:	10			0				320		15		
Crit Moves:	****							****		****		

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

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	5	0	60	0	615	0	0	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	0	615	0	0	530	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	0	615	0	0	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	0	615	0	0	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	0	615	0	0	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	0	615	0	0	530	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.26	0.00	0.00	0.22	0.00
Crit Volume:	0			60		308				0		
Crit Moves:				****		****		****		****		

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

Intersection #20 Harry Bridges Blvd / Figueroa St

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

Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0
Volume Module:	10 60		25 240 135		0 45 475		20 50 335 195		
Base Vol:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Growth Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Initial Bse:	10 60		25 240 135		0 45 475		20 50 335 195		
Added Vol:	0 0		0 0		0 0		0 0 0 0		
PasserByVol:	0 0		0 0		0 0		0 0 0 0		
Initial Fut:	10 60		25 240 135		0 45 475		20 50 335 195		
User Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
PHF Volume:	10 60		25 240 135		0 45 475		20 50 335 195		
Reduced Vol:	0 0		0 0		0 0		0 0 0 0		
Reduced Vol:	10 60		25 240 135		0 45 475		20 50 335 195		
PCE Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Final Volume:	10 60		25 240 135		0 45 475		20 50 335 195		
Saturation Flow Module:	1500 1500		1500 1500 1500		1500 1500 1500		1500 1500 1500		
Sat/Lane:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Adjustment:	0.21 1.26		0.53 1.00 2.00		1.00 1.92 0.08		1.00 2.00 1.00		
Lanes:	316 1895		789 1500 3000		1500 2879		121 1500 3000 1500		
Final Sat.:	0.03 0.03		0.16 0.05 0.00		0.03 0.16		0.17 0.03 0.11 0.13		
Capacity Analysis Module:	48 240		248 50		248 50		378		
Vol/Sat:	****		****		****		****		

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

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1	0
Volume Module:	0 0		0 125 0 300		255 1185		0 0 950 185		
Base Vol:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Growth Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Initial Bse:	0 0		0 125 0 300		255 1185		0 0 950 185		
Added Vol:	0 0		0 0 0 0		0 0 0 0		0 0 0 0		
PasserByVol:	0 0		0 0 0 0		0 0 0 0		0 0 0 0		
Initial Fut:	0 0		0 125 0 300		255 1185		0 0 950 185		
User Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
PHF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
PHF Volume:	0 0		0 125 0 300		255 1185		0 0 950 185		
Reduced Vol:	0 0		0 0 0 0		0 0 0 0		0 0 0 0		
Reduced Vol:	0 0		0 125 0 300		255 1185		0 0 950 185		
PCE Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
MLF Adj:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Final Volume:	0 0		0 125 0 300		255 1185		0 0 950 185		
Saturation Flow Module:	1425 1425		1425 1425 1425		1425 1425 1425		1425 1425 1425		
Sat/Lane:	1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00		
Adjustment:	0.00 0.00		0.00 1.00 0.00		1.00 2.00 0.00		0.00 2.51 0.49		
Lanes:	0 0		0 1425 0 1425		1425 2850		0 0 3578 697		
Final Sat.:	0.00 0.00		0.09 0.00 0.21		0.18 0.42 0.00		0.00 0.00 0.27 0.27		
Capacity Analysis Module:	0		300 255		378		378		
Vol/Sat:	****		****		****		****		

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

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: C

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

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

 Volume Module:
 Base Vol: 155 335 80 170 190 105 105 1275 70 65 865 125
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 155 335 80 170 190 105 105 1275 70 65 865 125
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 155 335 80 170 190 105 105 1275 70 65 865 125
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 155 335 80 170 190 105 105 1275 70 65 865 125
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 155 335 80 170 190 105 105 1275 70 65 865 125
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 155 335 80 170 190 105 105 1275 70 65 865 125

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

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.40 0.04 0.04 0.27 0.08
 Crit Moves: **** **** **** ****

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

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

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

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1615	5	45	1080	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	45	290	160	35	10	10	1615	5	45	1080	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	45	290	160	35	10	10	1615	5	45	1080	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1615	5	45	1080	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1615	5	45	1080	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1615	5	45	1080	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.68	0.32
Final Sat.:	700	900	1600	1313	287	1600	1600	4785	15	1600	4284	516

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.34	0.34	0.03	0.25	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

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

Volume Module:

Base Vol:	5	25	15	140	25	160	185	835	0	5	380	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	15	140	25	160	185	835	0	5	380	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	15	140	25	160	185	835	0	5	380	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	15	140	25	160	185	835	0	5	380	200
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	140	25	160	185	835	0	5	380	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	15	140	25	160	185	835	0	5	380	200
OvlAdjVol:												40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.11	0.67	1.70	0.30	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2715	485	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.26	0.00	0.00	0.24	0.13
OvlAdjV/S:												0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Baseline Plus Alternative 1: No Project AM Peak Hour

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Scenario Report

Scenario: CEQA No Proj AM

Command: CEQA No Proj AM
 Volume: CEQA No Proj AM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.351	A xxxxx	0.351	+ 0.000 V/C
# 2	A xxxxx	0.224	A xxxxx	0.224	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.275	A xxxxx	0.275	+ 0.000 V/C
# 4	A xxxxx	0.214	A xxxxx	0.214	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.228	A xxxxx	0.228	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.446	A xxxxx	0.446	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.476	A xxxxx	0.476	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.506	A xxxxx	0.506	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.411	A xxxxx	0.411	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.465	A xxxxx	0.465	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.193	A xxxxx	0.193	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.255	A xxxxx	0.255	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.267	A xxxxx	0.267	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.248	A xxxxx	0.248	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.158	A xxxxx	0.158	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.638	B xxxxx	0.638	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.683	B xxxxx	0.683	+ 0.000 V/C

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	L - T - R		L - T - R	L - T - R		L - T - R
Movement:	L - T - R		L - T - R	L - T - R		L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0

Volume Module:

Base Vol:	5	225	0	0	115	465	0	0	0	25	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	225	0	0	115	465	0	0	0	25	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	225	0	0	115	465	0	0	0	25	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	225	0	0	115	465	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	225	0	0	115	465	0	0	0	25	115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	225	0	0	115	465	0	0	0	25	115	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.00	0.04	0.16	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.224
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, Ocean Blvd. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

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Level Of Service Computation Report

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

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.214
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Table with 4 columns: Navy Way, Seaside Ave. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 75 85 0 375 0 0 0 0 0 275 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 75 85 0 375 0 0 0 0 0 275 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 75 85 0 375 0 0 0 0 0 275 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 75 85 0 375 0 0 0 0 0 275 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 75 85 0 375 0 0 0 0 0 275 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 75 85 0 375 0 0 0 0 0 275 0 0

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.06 0.00 0.13 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 188 0 138
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 120 25 175 80 5 25 10 65 75 125 65 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 25 175 80 5 25 10 65 75 125 65 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 25 175 80 5 25 10 65 75 125 65 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 120 25 175 80 5 25 10 65 0 125 65 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 25 175 80 5 25 10 65 0 125 65 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 120 25 175 80 5 25 10 65 0 125 65 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.94 0.49 0.57
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1509 785 906

Capacity Analysis Module:
Vol/Sat: 0.04 0.02 0.11 0.05 0.00 0.02 0.02 0.02 0.00 0.08 0.08 0.08
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

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

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	10 10 35 105 30 10	10 800 25 25 1135 155
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	10 10 35 105 30 10	10 800 25 25 1135 155
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	10 10 35 105 30 10	10 800 25 25 1135 155
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	10 10 35 105 30 10	10 800 25 25 1135 155
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	10 10 35 105 30 10	10 800 25 25 1135 155
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	10 10 35 105 30 10	10 800 25 25 1135 155

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:

Base Vol:	25 160 15 105 110 65	30 725 15 5 775 250
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	25 160 15 105 110 65	30 725 15 5 775 250
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	25 160 15 105 110 65	30 725 15 5 775 250
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	25 160 15 105 110 65	30 725 15 5 775 250
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	25 160 15 105 110 65	30 725 15 5 775 250
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	25 160 15 105 110 65	30 725 15 5 775 250

Saturation Flow Module:

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

Capacity Analysis Module:

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

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Level Of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.506
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 160 70 10 125 50 15 25 670 125 5 815 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 70 10 125 50 15 25 670 125 5 815 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 70 10 125 50 15 25 670 125 5 815 145
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 70 0 125 50 0 25 670 125 5 815 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 70 0 125 50 0 25 670 125 5 815 145
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 70 0 125 50 0 25 670 125 5 815 145

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.08 0.02 0.00 0.02 0.17 0.17 0.00 0.25 0.09
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 0 0 0 10 0 20 40 810 0 0 975 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 20 40 810 0 0 975 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 810 0 0 975 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 20 40 810 0 0 975 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 810 0 0 975 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 20 40 810 0 0 975 30

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

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

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
 Base Vol: 35 50 40 60 185 20 70 780 275 65 815 80
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 50 40 60 185 20 70 780 275 65 815 80
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 50 40 60 185 20 70 780 275 65 815 80
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 35 50 40 60 185 20 70 780 0 65 815 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 50 40 60 185 20 70 780 0 65 815 80
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 35 50 40 60 185 20 70 780 0 65 815 80

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.24 1.76 1.00 1.00 2.71 0.29 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1760 2515 1425 1425 3858 417 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.03 0.04 0.05 0.05 0.05 0.27 0.00 0.05 0.29 0.06
 Crit Volume: 40 68 70 408
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

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

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

Volume Module:
 Base Vol: 20 80 250 20 175 175 70 725 15 210 580 10
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 80 250 20 175 175 70 725 15 210 580 10
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 80 250 20 175 175 70 725 15 210 580 10
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 80 250 20 175 175 70 725 15 210 580 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 80 250 20 175 175 70 725 15 210 580 10
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 80 250 20 175 175 70 725 15 210 580 10

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

Capacity Analysis Module:
 Vol/Sat: 0.01 0.06 0.09 0.01 0.06 0.12 0.05 0.25 0.01 0.07 0.21 0.21
 Crit Volume: 20 175 363 105
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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

Cycle (sec): 100 Critical Vol./Cap.(X): 0.193
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

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

Volume Module:
Base Vol: 15 105 45 105 275 45 30 5 25 60 0 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 105 45 105 275 45 30 5 25 60 0 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 105 45 105 275 45 30 5 25 60 0 55
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 15 105 0 105 275 45 30 5 25 60 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 105 0 105 275 45 30 5 25 60 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 15 105 0 105 275 45 30 5 25 60 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.72 0.28 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2363 387 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.00 0.04 0.12 0.12 0.02 0.02 0.02 0.04 0.00 0.00
Crit Volume: 15 160 30 60
Crit Moves: **** **** **** ****

Port of Los Angeles
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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

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

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

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

Volume Module:
Base Vol: 0 5 35 75 5 120 80 150 5 120 205 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 75 5 120 80 150 5 120 205 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 150 5 120 205 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 75 5 120 80 150 5 120 205 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 150 5 120 205 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 75 5 120 80 150 5 120 205 50

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.04 0.96 0.68 1.28 0.04 0.64 1.09 0.27
Final Sat.: 1500 188 1313 1500 60 1440 1021 1915 64 960 1640 400

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.08 0.08 0.08 0.08 0.08 0.13 0.13 0.13
Crit Volume: 40 75 80 188
Crit Moves: **** **** **** ****

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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

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

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

Volume Module:
Base Vol: 25 15 10 15 35 50 155 210 40 10 315 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 15 10 15 35 50 155 210 40 10 315 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 15 10 15 35 50 155 210 40 10 315 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 15 10 15 35 50 155 210 40 10 315 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 10 15 35 50 155 210 40 10 315 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 15 10 15 35 50 155 210 40 10 315 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.60 0.40 0.30 0.70 1.00 0.76 1.04 0.20 0.06 1.85 0.09
Final Sat.: 1500 900 600 450 1050 1500 1148 1556 296 88 2779 132

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.03 0.13 0.13 0.13 0.11 0.11 0.11
Crit Volume: 25 50 155 170
Crit Moves: **** **** **** ****

Port of Los Angeles
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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.248
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

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

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

Volume Module:
Base Vol: 70 10 40 15 20 15 20 335 70 55 335 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 10 40 15 20 15 20 335 70 55 335 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 10 40 15 20 15 20 335 70 55 335 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 70 10 40 15 20 15 20 335 70 55 335 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 10 40 15 20 15 20 335 70 55 335 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 70 10 40 15 20 15 20 335 70 55 335 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 1.00 0.57 0.43 0.09 1.58 0.33 0.28 1.67 0.05
Final Sat.: 1500 300 1200 1500 857 643 141 2365 494 413 2513 75

Capacity Analysis Module:
Vol/Sat: 0.05 0.03 0.03 0.01 0.02 0.02 0.14 0.14 0.14 0.13 0.13 0.13
Crit Volume: 70 35 213 55
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.158
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

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

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

Volume Module:
Base Vol: 5 5 20 0 0 0 0 395 10 15 405 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 395 10 15 405 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 395 10 15 405 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 395 10 15 405 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 395 10 15 405 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 395 10 15 405 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.07 1.93 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2926 74 107 2893 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.13 0.14 0.14 0.14 0.00
Crit Volume: 20 0 203 15
Crit Moves: **** ****

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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

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

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

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

Volume Module:
Base Vol: 0 0 0 10 0 70 0 395 0 0 405 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 70 0 395 0 0 405 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 70 0 395 0 0 405 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 70 0 395 0 0 405 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 70 0 395 0 0 405 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 70 0 395 0 0 405 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.06 0.00 0.16 0.00 0.00 0.17 0.00
Crit Volume: 0 70 0 203
Crit Moves: **** ****

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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

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

Volume Module:
Base Vol: 5 10 10 295 125 0 60 245 55 50 255 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 10 10 295 125 0 60 245 55 50 255 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 10 10 295 125 0 60 245 55 50 255 155
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 10 10 295 125 0 60 245 55 50 255 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 10 10 295 125 0 60 245 55 50 255 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 10 10 295 125 0 60 245 55 50 255 155

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.80 0.80 1.00 2.00 1.00 1.00 1.63 0.37 1.00 2.00 1.00
Final Sat.: 600 1200 1200 1500 3000 1500 1500 2450 550 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.20 0.04 0.00 0.04 0.10 0.10 0.03 0.09 0.10
Crit Volume: 13 295 60 155
Crit Moves: **** **** **** ****

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CEQA No Project - AM Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

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

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

Volume Module:
Base Vol: 0 0 0 185 0 245 245 745 0 0 960 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 185 0 245 245 745 0 0 960 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 185 0 245 245 745 0 0 960 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 185 0 245 245 745 0 0 960 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 185 0 245 245 745 0 0 960 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 185 0 245 245 745 0 0 960 160

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.17 0.17 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 245 245 373
Crit Moves: **** **** ****

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Level Of Service Computation Report

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

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 72 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

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

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

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

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

Volume Module:

Base Vol: 155 265 35 230 305 145 70 805 65 40 1205 130

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 155 265 35 230 305 145 70 805 65 40 1205 130

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

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

Initial Fut: 155 265 35 230 305 145 70 805 65 40 1205 130

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

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

PHF Volume: 155 265 35 230 305 145 70 805 65 40 1205 130

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 155 265 35 230 305 145 70 805 65 40 1205 130

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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

FinalVolume: 155 265 35 230 305 145 70 805 65 40 1205 130

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

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

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.08 0.02 0.14 0.10 0.09 0.04 0.25 0.04 0.03 0.38 0.08

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

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Level Of Service Computation Report

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

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.638
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

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

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

Volume Module:

Base Vol:	15	30	95	210	90	25	5	1035	20	65	1610	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	30	95	210	90	25	5	1035	20	65	1610	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	30	95	210	90	25	5	1035	20	65	1610	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	30	95	210	90	25	5	1035	20	65	1610	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	30	95	210	90	25	5	1035	20	65	1610	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	30	95	210	90	25	5	1035	20	65	1610	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.70	0.30	1.00	1.00	2.94	0.06	1.00	2.71	0.29
Final Sat.:	533	1067	1600	1120	480	1600	1600	4709	91	1600	4342	458

Capacity Analysis Module:

Vol/Sat:	0.01	0.03	0.06	0.13	0.19	0.02	0.00	0.22	0.22	0.04	0.37	0.37
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

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

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

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

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

Volume Module:

Base Vol:	20	30	10	205	25	135	115	460	20	20	620	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	30	10	205	25	135	115	460	20	20	620	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	30	10	205	25	135	115	460	20	20	620	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	30	10	205	25	135	115	460	20	20	620	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	30	10	205	25	135	115	460	20	20	620	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	30	10	205	25	135	115	460	20	20	620	210

OvlAdjVol: 75

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	1.00	0.33	1.78	0.22	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1067	1600	533	2852	348	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.07	0.14	0.01	0.01	0.39	0.13
OvlAdjV/S:												0.05
Crit Moves:	****			****	****	****	****			****		

Baseline Plus Alternative 1: No Project MD Peak Hour

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CEQA No Project - MD Peak Hour

Scenario Report

Scenario: CEQA No Proj MD

Command: CEQA No Proj MD
 Volume: CEQA No Proj MD
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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CEQA No Project - MD Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.428	A xxxxx	0.428	+ 0.000 V/C
# 2	A xxxxx	0.411	A xxxxx	0.411	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.334	A xxxxx	0.334	+ 0.000 V/C
# 4	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.414	A xxxxx	0.414	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.557	A xxxxx	0.557	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.461	A xxxxx	0.461	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.513	A xxxxx	0.513	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.330	A xxxxx	0.330	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.258	A xxxxx	0.258	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.247	A xxxxx	0.247	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.213	A xxxxx	0.213	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.145	A xxxxx	0.145	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.198	A xxxxx	0.198	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.382	A xxxxx	0.382	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.512	A xxxxx	0.512	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.717	C xxxxx	0.717	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.545	A	xxxxx 0.545	+ 0.000 V/C

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

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd								
	North Bound		South Bound	East Bound		West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	5	720	0	0	145	660	0	0	0	10	145	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	720	0	0	145	660	0	0	0	10	145	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	720	0	0	145	660	0	0	0	10	145	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	720	0	0	145	660	0	0	0	10	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	720	0	0	145	660	0	0	0	10	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	720	0	0	145	660	0	0	0	10	145	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.23	0.00	0.00	0.05	0.23	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

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

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.334
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, Ocean Blvd. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 0 170 0 0 65 725 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 170 0 0 65 725 0 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 170 0 0 65 725 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 0 170 0 0 65 725 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 0 170 0 0 65 725 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 0 170 0 0 65 725 0 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.23 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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CEQA No Project - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Ovl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0

Volume Module:
Base Vol: 165 0 845 0 0 0 0 1595 225 25 1500 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 0 845 0 0 0 0 1595 225 25 1500 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 0 845 0 0 0 0 1595 225 25 1500 85
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 165 0 0 0 0 0 0 1595 225 25 1500 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 0 0 0 0 0 0 1595 225 25 1500 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 165 0 0 0 0 0 0 1595 225 25 1500 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 2850 4275 0

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.37 0.16 0.01 0.35 0.00
Crit Volume: 83 0 532 13
Crit Moves: **** **** ****

Port of Los Angeles
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CEQA No Project - MD Peak Hour

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	220	520	10	405	0	0	0	0	120	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	520	10	405	0	0	0	0	120	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	520	10	405	0	0	0	0	120	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	220	520	10	405	0	0	0	0	120	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	220	520	10	405	0	0	0	0	120	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	220	520	10	405	0	0	0	0	120	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.36	0.01	0.14	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:	520	10					0			60		
Crit Moves:	****	****								****		

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CEQA No Project - MD Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	1	0	1	

Volume Module:

Base Vol:	150	30	240	50	15	10	30	75	115	260	65	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	30	240	50	15	10	30	75	115	260	65	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	30	240	50	15	10	30	75	115	260	65	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	30	240	50	15	10	30	75	0	260	65	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	30	240	50	15	10	30	75	0	260	65	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	30	240	50	15	10	30	75	0	260	65	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.20	0.80	0.57	1.43	1.00	1.00	0.48	0.52
Final Sat.:	2880	1600	1600	1600	1920	1280	914	2286	1600	1600	764	836

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.15	0.03	0.01	0.01	0.03	0.03	0.00	0.16	0.09	0.14
Crit Moves:	****	****		****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 2 1 0 1 0 1

Volume Module:
Base Vol: 40 25 65 80 15 10 25 1040 25 20 935 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 25 65 80 15 10 25 1040 25 20 935 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 25 65 80 15 10 25 1040 25 20 935 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 25 65 80 15 10 25 1040 25 20 935 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 10 25 1040 25 20 935 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 25 65 80 15 10 25 1040 25 20 935 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 1219 229 152 1600 4687 113 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.22 0.22 0.01 0.19 0.08
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.513
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 120 25 155 105 75 50 900 25 10 720 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 120 25 155 105 75 50 900 25 10 720 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 120 25 155 105 75 50 900 25 10 720 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 120 25 155 105 75 50 900 25 10 720 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 120 25 155 105 75 50 900 25 10 720 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 120 25 155 105 75 50 900 25 10 720 170
OvlAdjVol: 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.92 0.08 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4670 130 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.04 0.02 0.10 0.03 0.05 0.03 0.19 0.19 0.01 0.15 0.11
OvlAdjV/S: 0.02
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 110 90 10 220 95 25 45 860 115 10 755 260
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 90 10 220 95 25 45 860 115 10 755 260
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 90 10 220 95 25 45 860 115 10 755 260
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 90 0 220 95 0 45 860 115 10 755 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 90 0 220 95 0 45 860 115 10 755 260
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 90 0 220 95 0 45 860 115 10 755 260

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4234 566 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.03 0.00 0.14 0.03 0.00 0.03 0.20 0.20 0.01 0.24 0.16
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 25 0 50 25 1005 0 0 840 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 25 0 50 25 1005 0 0 840 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 25 0 50 25 1005 0 0 840 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 25 0 50 25 1005 0 0 840 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 25 0 50 25 1005 0 0 840 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 25 0 50 25 1005 0 0 840 20

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.24 0.00 0.00 0.29 0.01
Crit Volume: 0 25 25 420
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 160 245 125 155 265 60 110 785 150 75 710 155
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 160 245 125 155 265 60 110 785 150 75 710 155
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 160 245 125 155 265 60 110 785 150 75 710 155
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 160 245 125 155 265 60 110 785 0 75 710 155
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 160 245 125 155 265 60 110 785 0 75 710 155
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 160 245 125 155 265 60 110 785 0 75 710 155

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.19 1.81 1.00 1.00 2.45 0.55 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1689 2586 1425 1425 3486 789 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.09 0.11 0.08 0.08 0.08 0.28 0.00 0.05 0.25 0.11
 Crit Volume: 135 155 393 75
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0 1 1 0

Volume Module:
 Base Vol: 10 200 325 10 190 165 95 630 0 200 655 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 200 325 10 190 165 95 630 0 200 655 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 200 325 10 190 165 95 630 0 200 655 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 200 325 10 190 165 95 630 0 200 655 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 200 325 10 190 165 95 630 0 200 655 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 200 325 10 190 165 95 630 0 200 655 15

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.14 1.86 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
 Final Sat.: 1425 1629 2646 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:
 Vol/Sat: 0.01 0.12 0.12 0.01 0.07 0.12 0.07 0.22 0.00 0.07 0.24 0.24
 Crit Volume: 175 10 95 335
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.258
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:
Base Vol: 30 320 75 90 310 40 70 5 25 80 0 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 320 75 90 310 40 70 5 25 80 0 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 320 75 90 310 40 70 5 25 80 0 150
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 30 320 0 90 310 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 320 0 90 310 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 30 320 0 90 310 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.77 0.23 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2436 314 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.02 0.12 0.00 0.03 0.13 0.13 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 30 175 70 80
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.247
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 10 130 10 10 25 60 290 0 25 265 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 130 10 10 25 60 290 0 25 265 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 25 60 290 0 25 265 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 130 10 10 25 60 290 0 25 265 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 25 60 290 0 25 265 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 130 10 10 25 60 290 0 25 265 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.29 0.71 0.34 1.66 0.00 0.15 1.66 0.19
Final Sat.: 1500 107 1393 1500 429 1071 514 2486 0 234 2484 281

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.02 0.02 0.12 0.12 0.00 0.11 0.11 0.11
Crit Volume: 140 10 60 160
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.213
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 30 20 10 5 20 40 100 335 15 5 285 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 5 20 40 100 335 15 5 285 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 5 20 40 100 335 15 5 285 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 5 20 40 100 335 15 5 285 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 5 20 40 100 335 15 5 285 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 5 20 40 100 335 15 5 285 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.15 0.85 1.00 0.44 1.49 0.07 0.03 1.90 0.07
Final Sat.: 1500 1000 500 231 1269 1500 667 2233 100 50 2850 100

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.03 0.15 0.15 0.15 0.10 0.10 0.10
Crit Volume: 30 40 100 150
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 110 20 110 5 10 25 20 320 75 95 265 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 20 110 5 10 25 20 320 75 95 265 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 20 110 5 10 25 20 320 75 95 265 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 20 110 5 10 25 20 320 75 95 265 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 20 110 5 10 25 20 320 75 95 265 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 20 110 5 10 25 20 320 75 95 265 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.15 0.85 1.00 0.29 0.71 0.10 1.54 0.36 0.51 1.44 0.05
Final Sat.: 1500 231 1269 1500 429 1071 145 2313 542 770 2149 81

Capacity Analysis Module:
Vol/Sat: 0.07 0.09 0.09 0.00 0.02 0.02 0.14 0.14 0.14 0.12 0.12 0.12
Crit Volume: 110 35 208 95
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.145
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 385 10 5 375 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 15 0 0 0 0 385 10 5 375 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 385 10 5 375 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 15 0 0 0 0 385 10 5 375 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 385 10 5 375 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 15 0 0 0 0 385 10 5 375 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.95 0.05 0.03 1.97 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2924 76 39 2961 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.13 0.13 0.13 0.13 0.00
Crit Volume: 15 0 198 5
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.198
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 5 0 45 0 385 0 0 375 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 5 0 45 0 385 0 0 375 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 45 0 385 0 0 375 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 5 0 45 0 385 0 0 375 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 45 0 385 0 0 375 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 5 0 45 0 385 0 0 375 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 240 960 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.00 0.16 0.00 0.00 0.16 0.00
Crit Volume: 0 45 193 0
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 1 1 0 1 0 2 0 1

Volume Module:
Base Vol: 10 10 15 305 175 0 50 270 10 45 190 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 10 15 305 175 0 50 270 10 45 190 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 15 305 175 0 50 270 10 45 190 200
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 15 305 175 0 50 270 10 45 190 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 15 305 175 0 50 270 10 45 190 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 10 15 305 175 0 50 270 10 45 190 200

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.57 0.57 0.86 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 857 857 1286 1500 3000 1500 1500 2893 107 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.20 0.06 0.00 0.03 0.09 0.09 0.03 0.06 0.13
Crit Volume: 17 305 50 200
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

Volume Module:
Base Vol: 0 0 0 120 0 220 190 830 0 0 765 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 120 0 220 190 830 0 0 765 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 120 0 220 190 830 0 0 765 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 220 190 830 0 0 765 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 120 0 220 190 830 0 0 765 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 220 190 830 0 0 765 195

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.39 0.61
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3407 868

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22
Crit Volume: 0 220 190 320
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.717

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 60 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 120 235 85 175 205 120 100 1130 100 65 1035 160

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 120 235 85 175 205 120 100 1130 100 65 1035 160

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 120 235 85 175 205 120 100 1130 100 65 1035 160

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 120 235 85 175 205 120 100 1130 100 65 1035 160

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 120 235 85 175 205 120 100 1130 100 65 1035 160

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 120 235 85 175 205 120 100 1130 100 65 1035 160

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.07 0.05 0.11 0.06 0.08 0.06 0.35 0.06 0.04 0.32 0.10

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:
Base Vol: 30 20 195 145 35 50 20 1415 15 60 1235 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 195 145 35 50 20 1415 15 60 1235 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 195 145 35 50 20 1415 15 60 1235 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 195 145 35 50 20 1415 15 60 1235 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 195 145 35 50 20 1415 15 60 1235 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 195 145 35 50 20 1415 15 60 1235 135

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.70 0.30
Final Sat.: 960 640 1600 1289 311 1600 1600 4750 50 1600 4327 473

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.30 0.30 0.04 0.29 0.29
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 1 0 1

Volume Module:
Base Vol: 5 20 5 465 15 95 80 365 5 5 345 425
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 5 465 15 95 80 365 5 5 345 425
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 5 465 15 95 80 365 5 5 345 425
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 5 465 15 95 80 365 5 5 345 425
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 5 465 15 95 80 365 5 5 345 425
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 5 465 15 95 80 365 5 5 345 425
OvlAdjVol: 185

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 1.34 0.33 1.94 0.06 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 533 2133 533 3100 100 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.15 0.15 0.06 0.05 0.11 0.00 0.00 0.22 0.27
OvlAdjV/S: 0.12
Crit Moves: **** **** **** ****

Baseline Plus Alternative 1: No Project PM Peak Hour

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Scenario Report

Scenario: CEQA No Proj PM

Command: CEQA No Proj PM
 Volume: CEQA No Proj PM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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CEQA No Project - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 2	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 4	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.656	B xxxxx	0.656	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.291	A xxxxx	0.291	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.541	A xxxxx	0.541	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.388	A xxxxx	0.388	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.681	B xxxxx	0.681	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.291	A xxxxx	0.291	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.238	A xxxxx	0.238	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.840	D xxxxx	0.840	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.745	C	xxxxx 0.745	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.648	B	xxxxx 0.648	+ 0.000 V/C

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0

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Volume Module:

Base Vol:	5	630	0	0	120	560	0	0	0	5	140	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	630	0	0	120	560	0	0	0	5	140	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	630	0	0	120	560	0	0	0	5	140	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	630	0	0	120	560	0	0	0	5	140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	630	0	0	120	560	0	0	0	5	140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	630	0	0	120	560	0	0	0	5	140	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.00	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	0	1	1	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	10	130	10	0	635	170	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	130	10	0	635	170	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	130	10	0	635	170	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	130	10	0	635	170	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	130	10	0	635	170	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	130	10	0	635	170	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.86	0.14	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2971	229	0	2880	3200	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.00	0.22	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	Pier S Ave			Ocean Blvd		
Movement:	L	T	R	L	T	R
Control:	Protected			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2

Volume Module:	Pier S Ave			Ocean Blvd		
Base Vol:	0	70	0	0	105	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	105	145
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	0	70	0	0	105	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	70	0	0	105	145
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	105	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	70	0	0	105	145

Saturation Flow Module:	Pier S Ave			Ocean Blvd		
Sat/Lane:	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	3200	0	0	3200	1600

Capacity Analysis Module:	Pier S Ave			Ocean Blvd		
Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.09
Crit Moves:	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	105	0	0	70	700	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	105	0	0	70	700	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	105	0	0	70	700	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	0	70	700	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	0	70	700	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	105	0	0	70	700	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.04	0.22	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	Navy Way			Seaside Ave		
Movement:	L	T	R	L	T	R
Control:	Permitted			Permitted		
Rights:	Ignore			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0

Volume Module:	Navy Way			Seaside Ave		
Base Vol:	385	0	745	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	385	0	745	0	0	0
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	385	0	745	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	385	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	385	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	385	0	0	0	0	0

Saturation Flow Module:	Navy Way			Seaside Ave		
Sat/Lane:	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	2850	0	1425	0	0	0

Capacity Analysis Module:	Navy Way			Seaside Ave		
Vol/Sat:	0.14	0.00	0.00	0.00	0.00	0.00
Crit Volume:	193			0	725	18
Crit Moves:	****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	0	0	1	0	1

Volume Module:

Base Vol:	0	275	380	5	125	0	0	0	0	60	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	380	5	125	0	0	0	0	60	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	380	5	125	0	0	0	0	60	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	275	380	5	125	0	0	0	0	60	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	380	5	125	0	0	0	0	60	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	275	380	5	125	0	0	0	0	60	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.27	0.00	0.04	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:	380			5			0			30		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	1	0	1	1	0	1	

Volume Module:

Base Vol:	130	25	180	60	10	5	75	75	275	240	60	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	25	180	60	10	5	75	75	275	240	60	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	25	180	60	10	5	75	75	275	240	60	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	25	180	60	10	5	75	75	0	240	60	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	25	180	60	10	5	75	75	0	240	60	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	130	25	180	60	10	5	75	75	0	240	60	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.33	0.67	1.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	1600	1600	1600	1600	713	887

Capacity Analysis Module:

Vol/Sat:	0.05	0.02	0.11	0.04	0.00	0.00	0.05	0.05	0.00	0.15	0.08	0.13
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 15 35 75 135 15 30 15 1380 15 0 985 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 75 135 15 30 15 1380 15 0 985 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 75 135 15 30 15 1380 15 0 985 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 75 135 15 30 15 1380 15 0 985 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 75 135 15 30 15 1380 15 0 985 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 75 135 15 30 15 1380 15 0 985 115

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.32 0.68 0.75 0.08 0.17 1.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 509 1091 1200 133 267 1600 4748 52 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.07 0.07 0.08 0.11 0.11 0.01 0.29 0.29 0.00 0.21 0.07
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 150 30 160 145 75 75 1190 5 10 770 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 150 30 160 145 75 75 1190 5 10 770 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 150 30 160 145 75 75 1190 5 10 770 140
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 150 30 160 145 75 75 1190 5 10 770 140
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 150 30 160 145 75 75 1190 5 10 770 140
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 150 30 160 145 75 75 1190 5 10 770 140
OvlAdjVol: 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4780 20 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.02 0.10 0.05 0.05 0.05 0.25 0.25 0.01 0.16 0.09
OvlAdjV/S: 0.00
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 160 95 5 160 90 35 45 1100 290 5 775 235
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 95 5 160 90 35 45 1100 290 5 775 235
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 95 5 160 90 35 45 1100 290 5 775 235
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 95 0 160 90 0 45 1100 290 5 775 235
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 95 0 160 90 0 45 1100 290 5 775 235
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 95 0 160 90 0 45 1100 290 5 775 235

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.37 0.63 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3799 1001 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.03 0.00 0.10 0.03 0.00 0.03 0.29 0.29 0.00 0.24 0.15
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 60 0 95 35 1360 0 0 915 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 60 0 95 35 1360 0 0 915 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 60 0 95 35 1360 0 0 915 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 60 0 95 35 1360 0 0 915 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 95 35 1360 0 0 915 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 60 0 95 35 1360 0 0 915 40

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.07 0.02 0.32 0.00 0.00 0.32 0.03
Crit Volume: 0 60 35 458
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.681
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: B

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	2	1	1	0	2	0	1	1

Volume Module:

Base Vol:	205	210	95	180	275	30	100	1175	250	65	830	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	210	95	180	275	30	100	1175	250	65	830	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	210	95	180	275	30	100	1175	250	65	830	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	210	95	180	275	30	100	1175	0	65	830	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	210	95	180	275	30	100	1175	0	65	830	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	210	95	180	275	30	100	1175	0	65	830	155

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.48	1.52	1.00	1.00	2.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2112	2163	1425	1425	3855	420	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.07	0.13	0.07	0.07	0.07	0.41	0.00	0.05	0.29	0.11
Crit Volume:	138	180	588	65								
Crit Moves:	****	****	****	****								

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	15	215	605	10	265	210	155	885	5	195	855	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	215	605	10	265	210	155	885	5	195	855	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	215	605	10	265	210	155	885	5	195	855	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	215	605	10	265	210	155	885	5	195	855	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	215	605	10	265	210	155	885	5	195	855	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	215	605	10	265	210	155	885	5	195	855	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2801	49

Capacity Analysis Module:

Vol/Sat:	0.01	0.15	0.21	0.01	0.09	0.15	0.11	0.31	0.00	0.07	0.31	0.31
Crit Volume:	215	10	155									
Crit Moves:	****	****	****	****								

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:
Base Vol: 20 425 55 115 395 45 65 0 15 65 0 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 425 55 115 395 45 65 0 15 65 0 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 425 55 115 395 45 65 0 15 65 0 140
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 425 0 115 395 45 65 0 15 65 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 425 0 115 395 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 20 425 0 115 395 45 65 0 15 65 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2469 281 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.00 0.04 0.16 0.16 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 213 58 65 65
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 135 70 0 145 125 445 0 20 230 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 135 70 0 145 125 445 0 20 230 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 0 135 70 0 145 125 445 0 20 230 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 135 70 0 145 125 445 0 20 230 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 135 70 0 145 125 445 0 20 230 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 0 135 70 0 145 125 445 0 20 230 70

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.12 1.44 0.44
Final Sat.: 1500 0 1500 1500 0 1500 658 2342 0 188 2156 656

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.09 0.05 0.00 0.10 0.19 0.19 0.00 0.11 0.11 0.11
Crit Volume: 135 70 285 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 50 55 10 25 25 95 195 535 5 10 365 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 55 10 25 25 95 195 535 5 10 365 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 55 10 25 25 95 195 535 5 10 365 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 55 10 25 25 95 195 535 5 10 365 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 55 10 25 25 95 195 535 5 10 365 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 55 10 25 25 95 195 535 5 10 365 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.87 0.96 0.17 0.34 0.66 1.00 0.53 1.46 0.01 0.05 1.85 0.10
Final Sat.: 1304 1435 261 517 983 1500 796 2184 20 76 2772 152

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.05 0.03 0.06 0.24 0.24 0.25 0.13 0.13 0.13
Crit Volume: 50 95 195
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 100 25 115 10 5 30 15 600 40 55 450 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 25 115 10 5 30 15 600 40 55 450 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 100 25 115 10 5 30 15 600 40 55 450 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 25 115 10 5 30 15 600 40 55 450 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 25 115 10 5 30 15 600 40 55 450 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 100 25 115 10 5 30 15 600 40 55 450 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.18 0.82 1.00 0.14 0.86 0.05 1.83 0.12 0.21 1.68 0.11
Final Sat.: 1500 268 1232 1500 214 1286 69 2748 183 308 2523 168

Capacity Analysis Module:
Vol/Sat: 0.07 0.09 0.09 0.01 0.02 0.02 0.22 0.22 0.22 0.18 0.18 0.18
Crit Volume: 140 10 328 55
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.238
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 10 0 5 0 0 0 0 640 25 15 550 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 5 0 0 0 0 640 25 15 550 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 5 0 0 0 0 640 25 15 550 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 5 0 0 0 0 640 25 15 550 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 5 0 0 0 0 640 25 15 550 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 5 0 0 0 0 640 25 15 550 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.92 0.08 0.05 1.95 0.00
Final Sat.: 1500 500 1000 0 0 0 0 2887 113 80 2920 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.00 0.00 0.00 0.00 0.22 0.22 0.19 0.19 0.00
Crit Volume: 10 0 333 15
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.317
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 5 0 60 0 640 0 0 545 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 5 0 60 0 640 0 0 545 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 5 0 60 0 640 0 0 545 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 5 0 60 0 640 0 0 545 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 5 0 60 0 640 0 0 545 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 5 0 60 0 640 0 0 545 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.15 0.85 1.00 1.00 2.00 0.00 1.00 1.98 0.02
Final Sat.: 0 1200 0 185 1015 1200 1200 2400 0 1200 2378 22

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.03 0.00 0.05 0.00 0.27 0.00 0.00 0.23 0.23
Crit Volume: 0 60 320 0
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 1 1 0 1

Volume Module:
Base Vol: 10 60 30 270 135 0 45 480 20 55 335 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 60 30 270 135 0 45 480 20 55 335 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 60 30 270 135 0 45 480 20 55 335 230
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 60 30 270 135 0 45 480 20 55 335 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 60 30 270 135 0 45 480 20 55 335 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 60 30 270 135 0 45 480 20 55 335 230

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.20 1.20 0.60 1.00 2.00 1.00 1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.: 300 1800 900 1500 3000 1500 1500 2880 120 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.03 0.03 0.03 0.18 0.05 0.00 0.03 0.17 0.17 0.04 0.11 0.15
Crit Volume: 50 270 250 55
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0 0

Volume Module:
Base Vol: 0 0 0 175 0 300 255 1180 0 0 950 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 175 0 300 255 1180 0 0 950 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 175 0 300 255 1180 0 0 950 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 175 0 300 255 1180 0 0 950 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 175 0 300 255 1180 0 0 950 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 175 0 300 255 1180 0 0 950 220

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.44 0.56
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3471 804

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.21 0.18 0.41 0.00 0.00 0.27 0.27
Crit Volume: 0 300 255 390
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 85 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 155 335 80 170 190 105 105 1435 70 65 980 125

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 155 335 80 170 190 105 105 1435 70 65 980 125

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 155 335 80 170 190 105 105 1435 70 65 980 125

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 155 335 80 170 190 105 105 1435 70 65 980 125

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 155 335 80 170 190 105 105 1435 70 65 980 125

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 155 335 80 170 190 105 105 1435 70 65 980 125

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.45 0.04 0.04 0.31 0.08

Crit Moves: **** **** **** ****

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CEQA No Project - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:
Base Vol: 35 45 290 160 35 10 10 1765 5 45 1195 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 45 290 160 35 10 10 1765 5 45 1195 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 45 290 160 35 10 10 1765 5 45 1195 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 45 290 160 35 10 10 1765 5 45 1195 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 45 290 160 35 10 10 1765 5 45 1195 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 45 290 160 35 10 10 1765 5 45 1195 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.44 0.56 1.00 0.82 0.18 1.00 1.00 2.99 0.01 1.00 2.71 0.29
Final Sat.: 700 900 1600 1313 287 1600 1600 4786 14 1600 4329 471

Capacity Analysis Module:
Vol/Sat: 0.02 0.05 0.18 0.10 0.12 0.01 0.01 0.37 0.37 0.03 0.28 0.28
Crit Moves: **** **

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CEQA No Project - PM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 1 0 1 0

Volume Module:
Base Vol: 5 25 15 380 25 160 185 865 0 5 435 470
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 15 380 25 160 185 865 0 5 435 470
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 15 380 25 160 185 865 0 5 435 470
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 15 380 25 160 185 865 0 5 435 470
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 15 380 25 160 185 865 0 5 435 470
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 15 380 25 160 185 865 0 5 435 470
OvlAdjVol: 267

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 1.11 0.67 1.88 0.12 1.00 1.00 2.00 1.00 1.00 1.00 1.00
Final Sat.: 356 1778 1067 3002 198 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.13 0.13 0.10 0.12 0.27 0.00 0.00 0.27 0.29
OvlAdjV/S: 0.17
Crit Moves: **** **

Baseline Plus Alternative 2: Reduced Project AM Peak Hour

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Scenario: Scenario Report
 CEQA Reduced AM

Command: CEQA Reduced AM
 Volume: CEQA Reduced AM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 2	A xxxxx	0.266	A xxxxx	0.266	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.248	A xxxxx	0.248	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.228	A xxxxx	0.228	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.583	A xxxxx	0.583	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.404	A xxxxx	0.404	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.189	A xxxxx	0.189	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.260	A xxxxx	0.260	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.272	A xxxxx	0.272	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.243	A xxxxx	0.243	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.160	A xxxxx	0.160	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.229	A xxxxx	0.229	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.673	B xxxxx	0.673	+ 0.000 V/C

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	335	0	0	130	535	0	0	0	25	115	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	335	0	0	130	535	0	0	0	25	115	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	335	0	0	130	535	0	0	0	25	115	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	335	0	0	130	535	0	0	0	25	115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	335	0	0	130	535	0	0	0	25	115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	335	0	0	130	535	0	0	0	25	115	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.00	0.00	0.04	0.19	0.00	0.00	0.00	0.02	0.04	0.00
Crit Moves:	****					****				****		

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 CEQA Reduced - AM Peak Hour

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.266
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    24          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Split Phase      Split Phase      Protected      Protected
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 155 0 0 340 125 0 0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0 155 0 0 340 125 0 0 0 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 0 0 0 155 0 0 340 125 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 155 0 0 340 125 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 155 0 0 340 125 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 155 0 0 340 125 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 3200 1600 3200 0 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.05 0.00 0.00 0.12 0.04 0.00 0.00 0.00 0.00
Crit Moves:     ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.302
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Street Name:     Pier S Ave      Ocean Blvd
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Protected      Protected      Split Phase      Split Phase
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 65 0 0 0 80 75 0 0 0 0 0 495 110
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 65 0 0 0 80 75 0 0 0 0 0 495 110
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 65 0 0 0 80 75 0 0 0 0 0 495 110
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 65 0 0 0 80 75 0 0 0 0 0 495 110
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 65 0 0 0 80 75 0 0 0 0 0 495 110
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 65 0 0 0 80 75 0 0 0 0 0 495 110
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:    0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.02 0.00 0.00 0.03 0.05 0.00 0.00 0.00 0.00 0.00 0.15 0.04
Crit Moves:     ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.248
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    23      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      80 0 0      65 385 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      80 0 0      65 385 0      0 0 0 0
Added Vol:     0 0 0      0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0      80 0 0      65 385 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      80 0 0      65 385 0      0 0 0 0
Reduct Vol:    0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0      80 0 0      65 385 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0      80 0 0      65 385 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.03 0.00 0.00 0.04 0.12 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.539
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    40      Level Of Service:      A
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      2 0 2 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      50 0 235 0 0 0      0 2145 280 55 2240 85
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    50 0 235 0 0 0      0 2145 280 55 2240 85
Added Vol:     0 0 0 0 0 0      0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0      0 0 0 0 0 0 0 0
Initial Fut:   50 0 235 0 0 0      0 2145 280 55 2240 85
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    50 0 0 0 0 0      0 2145 280 55 2240 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:   50 0 0 0 0 0      0 2145 280 55 2240 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   50 0 0 0 0 0      0 2145 280 55 2240 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.02 0.00 0.00 0.00 0.00 0.00 0.00 0.50 0.20 0.02 0.52 0.00
Crit Volume:   25          0          715          28
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.228
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	2	0	0

Volume Module:
Base Vol: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 75 125 0 375 0 0 0 0 0 275 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 75 125 0 375 0 0 0 0 0 275 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.09 0.00 0.13 0.00 0.00 0.00 0.00 0.10 0.00 0.00
Crit Volume: 0 188 0 138
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Ignore		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:
Base Vol: 125 5 175 80 5 25 10 65 70 95 65 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 5 175 80 5 25 10 65 70 95 65 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 5 175 80 5 25 10 65 70 95 65 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 5 175 80 5 25 10 65 0 95 65 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 5 175 80 5 25 10 65 0 95 65 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 5 175 80 5 25 10 65 0 95 65 80

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.27 1.73 1.00 0.79 0.54 0.67
Final Sat.: 2880 1600 1600 1600 1600 1600 427 2773 1600 1267 867 1067

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.11 0.05 0.00 0.02 0.02 0.02 0.00 0.07 0.07 0.07
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 1 0 1

Volume Module:

Base Vol: 10 10 35 105 30 10 10 880 25 25 1195 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 10 35 105 30 10 10 880 25 25 1195 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 35 105 30 10 10 880 25 25 1195 155
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 35 105 30 10 10 880 25 25 1195 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 35 105 30 10 10 880 25 25 1195 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 10 35 105 30 10 10 880 25 25 1195 155

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 0.72 0.21 0.07 1.00 2.92 0.08 1.00 3.00 1.00
Final Sat.: 1600 356 1244 1159 331 110 1600 4667 133 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.03 0.07 0.09 0.09 0.01 0.19 0.19 0.02 0.25 0.10
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 160 15 105 110 65 30 805 0 5 835 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 160 15 105 110 65 30 805 0 5 835 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 160 15 105 110 65 30 805 0 5 835 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 160 15 105 110 65 30 805 0 5 835 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 160 15 105 110 65 30 805 0 5 835 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 160 15 105 110 65 30 805 0 5 835 250
OvlAdjVol: 35

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.05 0.01 0.07 0.03 0.04 0.02 0.17 0.00 0.00 0.17 0.16
OvlAdjV/S: 0.02
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 160 75 10 195 35 85 100 670 125 5 815 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 75 10 195 35 85 100 670 125 5 815 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 75 10 195 35 85 100 670 125 5 815 185
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 75 0 195 35 0 100 670 125 5 815 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 75 0 195 35 0 100 670 125 5 815 185
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 75 0 195 35 0 100 670 125 5 815 185

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.53 0.47 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4045 755 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.02 0.00 0.12 0.01 0.00 0.06 0.17 0.17 0.00 0.25 0.12
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.404
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	3	0	0	2	0	1

Volume Module:
Base Vol: 0 0 0 10 0 20 40 880 0 0 1050 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 10 0 20 40 880 0 0 1050 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 10 0 20 40 880 0 0 1050 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 10 0 20 40 880 0 0 1050 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 10 0 20 40 880 0 0 1050 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 10 0 20 40 880 0 0 1050 30

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.01 0.03 0.21 0.00 0.00 0.37 0.02
Crit Volume: 0 10 40 525
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 35 75 40 65 175 20 45 855 275 65 880 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 75 40 65 175 20 45 855 275 65 880 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 75 40 65 175 20 45 855 275 65 880 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 35 75 40 65 175 20 45 855 0 65 880 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 75 40 65 175 20 45 855 0 65 880 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 35 75 40 65 175 20 45 855 0 65 880 80

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.69 0.31 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1425 2850 1425 1425 3837 438 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.02 0.03 0.03 0.05 0.05 0.05 0.03 0.30 0.00 0.05 0.31 0.06
Crit Volume: 40 65 428 65
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 20 40 310 20 120 170 55 710 15 275 580 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 40 310 20 120 170 55 710 15 275 580 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 40 310 20 120 170 55 710 15 275 580 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 40 310 20 120 170 55 710 15 275 580 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 40 310 20 120 170 55 710 15 275 580 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 40 310 20 120 170 55 710 15 275 580 10

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2802 48

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.11 0.01 0.04 0.12 0.04 0.25 0.01 0.10 0.21 0.21
Crit Volume: 20 170 355 138
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.189
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 15 135 45 105 265 45 30 5 25 60 0 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 135 45 105 265 45 30 5 25 60 0 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 135 45 105 265 45 30 5 25 60 0 55
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
PHF Volume: 15 135 0 105 265 45 30 5 25 60 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 135 0 105 265 45 30 5 25 60 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 0.00
FinalVolume: 15 135 0 105 265 45 30 5 25 60 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.71 0.29 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2351 399 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.05 0.00 0.04 0.11 0.11 0.02 0.02 0.02 0.04 0.00 0.00
Crit Volume: 15 155 30 60
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:
Base Vol: 0 5 35 75 5 120 80 155 5 120 220 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 75 5 120 80 155 5 120 220 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 75 5 120 80 155 5 120 220 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 75 5 120 80 155 5 120 220 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 75 5 120 80 155 5 120 220 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 75 5 120 80 155 5 120 220 50

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.04 0.96 0.67 1.29 0.04 0.61 1.13 0.26
Final Sat.: 1500 188 1313 1500 60 1440 1000 1938 63 923 1692 385

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.05 0.08 0.08 0.08 0.08 0.08 0.13 0.13 0.13
Crit Volume: 40 75 80 195
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 25 15 10 15 35 50 155 215 40 10 330 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 15 10 15 35 50 155 215 40 10 330 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 15 10 15 35 50 155 215 40 10 330 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 15 10 15 35 50 155 215 40 10 330 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 15 10 15 35 50 155 215 40 10 330 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 15 10 15 35 50 155 215 40 10 330 15

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.60 0.40 0.30 0.70 1.00 0.76 1.05 0.19 0.06 1.86 0.08
Final Sat.: 1500 900 600 450 1050 1500 1134 1573 293 85 2789 127

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.03 0.14 0.14 0.14 0.12 0.12 0.12
Crit Volume: 25 50 155 178
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.243
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 65 10 50 15 20 15 20 350 50 55 345 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 65 10 50 15 20 15 20 350 50 55 345 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 10 50 15 20 15 20 350 50 55 345 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 10 50 15 20 15 20 350 50 55 345 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 10 50 15 20 15 20 350 50 55 345 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 65 10 50 15 20 15 20 350 50 55 345 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.17 0.83 1.00 0.57 0.43 0.09 1.67 0.24 0.27 1.68 0.05
Final Sat.: 1500 250 1250 1500 857 643 143 2500 357 402 2524 73

Capacity Analysis Module:

Vol/Sat: 0.04 0.04 0.04 0.01 0.02 0.02 0.14 0.14 0.14 0.14 0.14 0.14
Crit Volume: 65 35 210 55
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.160
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	400	10	15	410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	0	0	0	0	400	10	15	410	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	0	0	0	0	400	10	15	410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	0	0	0	0	400	10	15	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	400	10	15	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	400	10	15	410	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.95	0.05	0.07	1.93	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2927	73	106	2894	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.14	0.14	0.14	0.14	0.00
Crit Volume:	20	0	0	0	0	0	0	205	15	0	205	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	10	0	70	0	400	0	0	410	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	10	0	70	0	400	0	0	410	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	10	0	70	0	400	0	0	410	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	10	0	70	0	400	0	0	410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	10	0	70	0	400	0	0	410	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	10	0	70	0	400	0	0	410	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.06	0.00	0.17	0.00	0.00	0.17	0.00
Crit Volume:	0	0	0	70	0	0	0	205	0	0	205	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Figueroa St				Harry Bridges Blvd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted		Permitted		Permitted									
Rights:	Include		Ignore		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	2	0	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	10	10	275	125	0	60	260	55	50	265	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	10	275	125	0	60	260	55	50	265	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	10	10	275	125	0	60	260	55	50	265	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	10	275	125	0	60	260	55	50	265	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	10	275	125	0	60	260	55	50	265	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	10	10	275	125	0	60	260	55	50	265	150

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.80	0.80	1.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	600	1200	1200	1500	3000	1500	1500	2476	524	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.18	0.04	0.00	0.04	0.10	0.11	0.03	0.09	0.10
Crit Volume:	13			275			60			150		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name:	Alameda St Ramp				PCH													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	0	120	0	245	245	750	0	0	965	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	245	245	750	0	0	965	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	245	245	750	0	0	965	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	245	245	750	0	0	965	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	245	245	750	0	0	965	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	245	245	750	0	0	965	125

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.66	0.34
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3785	490

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.17	0.17	0.26	0.00	0.00	0.25	0.25
Crit Volume:	0			245		245				363		
Crit Moves:				****		****	****	****		****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	155	265	35	230	305	145	70	765	65	40	1075	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	265	35	230	305	145	70	765	65	40	1075	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	265	35	230	305	145	70	765	65	40	1075	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	265	35	230	305	145	70	765	65	40	1075	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	265	35	230	305	145	70	765	65	40	1075	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	265	35	230	305	145	70	765	65	40	1075	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.02	0.14	0.10	0.09	0.04	0.24	0.04	0.03	0.34	0.08
Crit Moves:	****		****	****		****	****		****	****		****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.610
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 15 30 95 210 90 25 5 1000 20 65 1480 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 30 95 210 90 25 5 1000 20 65 1480 170
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 30 95 210 90 25 5 1000 20 65 1480 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 30 95 210 90 25 5 1000 20 65 1480 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 30 95 210 90 25 5 1000 20 65 1480 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 30 95 210 90 25 5 1000 20 65 1480 170

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 0.67 1.00 0.70 0.30 1.00 1.00 2.94 0.06 1.00 2.69 0.31
 Final Sat.: 533 1067 1600 1120 480 1600 1600 4706 94 1600 4305 495

Capacity Analysis Module:
 Vol/Sat: 0.01 0.03 0.06 0.13 0.19 0.02 0.00 0.21 0.21 0.04 0.34 0.34
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected		
Rights:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:
 Base Vol: 20 30 10 170 25 135 115 425 20 20 605 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 30 10 170 25 135 115 425 20 20 605 135
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 30 10 170 25 135 115 425 20 20 605 135
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 30 10 170 25 135 115 425 20 20 605 135
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 30 10 170 25 135 115 425 20 20 605 135
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 30 10 170 25 135 115 425 20 20 605 135
 OvlAdjVol: 0

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.67 1.00 0.33 1.74 0.26 1.00 1.00 2.00 1.00 1.00 1.00 1.00
 Final Sat.: 1067 1600 533 2790 410 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.06 0.06 0.08 0.07 0.13 0.01 0.01 0.38 0.08
 OvlAdjV/S: 0.00
 Crit Moves: ****

Baseline Plus Alternative 2: Reduced Project MD Peak Hour

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Scenario: Scenario Report
 CEQA Reduced MD

Command: CEQA Reduced MD
 Volume: CEQA Reduced MD
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.434	A xxxxx	0.434	+ 0.000 V/C
# 2	A xxxxx	0.425	A xxxxx	0.425	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 4	A xxxxx	0.400	A xxxxx	0.400	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.423	A xxxxx	0.423	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.637	B xxxxx	0.637	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.222	A xxxxx	0.222	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.212	A xxxxx	0.212	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.187	A xxxxx	0.187	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.235	A xxxxx	0.235	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.132	A xxxxx	0.132	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.181	A xxxxx	0.181	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	A xxxxx	0.596	A xxxxx	0.596	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.448	A xxxxx	0.448	+ 0.000 V/C

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	765	0	0	140	655	0	0	0	10	145	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	765	0	0	140	655	0	0	0	10	145	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	765	0	0	140	655	0	0	0	10	145	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	765	0	0	140	655	0	0	0	10	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	765	0	0	140	655	0	0	0	10	145	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	765	0	0	140	655	0	0	0	10	145	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.00	0.00	0.04	0.23	0.00	0.00	0.00	0.01	0.05	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.425
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    30           Level Of Service:      A
*****
Approach:         North Bound   South Bound   East Bound   West Bound
Movement:        L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:         Split Phase   Split Phase   Protected    Protected
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 2 0 1    1 1 0 0 0    2 0 1 1 0    0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 25 5 150 10 0 770 170 0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 25 5 150 10 0 770 170 0 0 0 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 25 5 150 10 0 770 170 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 25 5 150 10 0 770 170 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 25 5 150 10 0 770 170 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 25 5 150 10 0 770 170 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 2.00 1.00 1.88 0.12 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:     0 3200 1600 3000 200 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.01 0.00 0.05 0.05 0.00 0.27 0.05 0.00 0.00 0.00 0.00
Crit Moves:     ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.347
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    27           Level Of Service:      A
*****
Street Name:     Pier S Ave   Ocean Blvd
Approach:        North Bound   South Bound   East Bound   West Bound
Movement:        L - T - R     L - T - R     L - T - R     L - T - R
-----|-----|-----|-----|
Control:         Protected    Protected    Split Phase   Split Phase
Rights:          Include      Include      Include      Include
Min. Green:      0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:           0 0 2 0 0    0 0 2 0 1    0 0 0 0 0    0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 65 0 0 0 170 60 0 0 0 0 0 620 215
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 65 0 0 0 170 60 0 0 0 0 0 620 215
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 65 0 0 0 170 60 0 0 0 0 0 620 215
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 65 0 0 0 170 60 0 0 0 0 0 620 215
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 65 0 0 0 170 60 0 0 0 0 0 620 215
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 65 0 0 0 170 60 0 0 0 0 0 620 215
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:     0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.02 0.00 0.00 0.05 0.04 0.00 0.00 0.00 0.00 0.19 0.07
Crit Moves:     ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.400
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 170 0 0 65 770 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 170 0 0 65 770 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 170 0 0 65 770 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 170 0 0 65 770 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 170 0 0 65 770 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 170 0 0 65 770 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.06 0.00 0.00 0.04 0.24 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.423
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    32          Level Of Service:      A
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore           Include           Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 2 0 2 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         165 0 755 0 0 0 0 1525 115 25 1520 105
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     165 0 755 0 0 0 0 1525 115 25 1520 105
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     165 0 755 0 0 0 0 1525 115 25 1520 105
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      165 0 0 0 0 0 0 1525 115 25 1520 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    165 0 0 0 0 0 0 1525 115 25 1520 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    165 0 0 0 0 0 0 1525 115 25 1520 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 2.00 3.00 0.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 2850 4275 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.06 0.00 0.00 0.00 0.00 0.00 0.00 0.36 0.08 0.01 0.36 0.00
Crit Volume:     83          0          508         13
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	2	0	0

Volume Module:
 Base Vol: 0 220 450 10 335 0 0 0 0 0 120 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 220 450 10 335 0 0 0 0 0 120 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 220 450 10 335 0 0 0 0 0 120 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 220 450 10 335 0 0 0 0 0 120 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 220 450 10 335 0 0 0 0 0 120 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 220 450 10 335 0 0 0 0 0 120 0 0 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.15 0.32 0.01 0.12 0.00 0.00 0.00 0.00 0.04 0.00 0.00
 Crit Volume: 450 10 0 60
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Ignore		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	0	1	0	1	0

Volume Module:
 Base Vol: 145 5 195 50 5 10 30 75 100 195 65 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 145 5 195 50 5 10 30 75 100 195 65 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 145 5 195 50 5 10 30 75 100 195 65 120
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 145 5 195 50 5 10 30 75 0 195 65 120
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 145 5 195 50 5 10 30 75 0 195 65 120
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 145 5 195 50 5 10 30 75 0 195 65 120

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.57 1.43 1.00 1.00 0.37 0.63
 Final Sat.: 2880 1600 1600 1600 1600 1600 914 2286 1600 1600 589 1011

Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.12 0.03 0.00 0.01 0.03 0.03 0.00 0.12 0.11 0.12
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 25 65 80 15 10 25 1125 25 20 1020 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 25 65 80 15 10 25 1125 25 20 1020 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 25 65 80 15 10 25 1125 25 20 1020 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 25 65 80 15 10 25 1125 25 20 1020 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 65 80 15 10 25 1125 25 20 1020 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 25 65 80 15 10 25 1125 25 20 1020 130

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.28 0.72 0.76 0.14 0.10 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 444 1156 1219 229 152 1600 4696 104 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.06 0.06 0.05 0.07 0.07 0.02 0.24 0.24 0.01 0.21 0.08
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 120 25 155 105 75 50 990 0 10 810 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 120 25 155 105 75 50 990 0 10 810 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 120 25 155 105 75 50 990 0 10 810 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 120 25 155 105 75 50 990 0 10 810 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 120 25 155 105 75 50 990 0 10 810 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 120 25 155 105 75 50 990 0 10 810 170
OvlAdjVol: 25

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.04 0.02 0.10 0.03 0.05 0.03 0.21 0.00 0.01 0.17 0.11
OvlAdjV/S: 0.02
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 105 50 10 285 50 115 140 845 110 10 755 330
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 105 50 10 285 50 115 140 845 110 10 755 330
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 50 10 285 50 115 140 845 110 10 755 330
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 105 50 0 285 50 0 140 845 110 10 755 330
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 105 50 0 285 50 0 140 845 110 10 755 330
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 105 50 0 285 50 0 140 845 110 10 755 330

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4247 553 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.07 0.02 0.00 0.18 0.02 0.00 0.09 0.20 0.20 0.01 0.24 0.21
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	3	0	0	2	0	1

Volume Module:
 Base Vol: 0 0 0 25 0 50 25 1080 0 0 925 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 25 0 50 25 1080 0 0 925 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 25 0 50 25 1080 0 0 925 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 25 0 50 25 1080 0 0 925 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 25 0 50 25 1080 0 0 925 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 25 0 50 25 1080 0 0 925 20

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 2.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.04 0.02 0.25 0.00 0.00 0.32 0.01
 Crit Volume: 0 25 25 463
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted		
Rights:	Include	Include	Ignore	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	160	140	125	150	160	60	110	865	150	75	785	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	140	125	150	160	60	110	865	150	75	785	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	140	125	150	160	60	110	865	150	75	785	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	160	140	125	150	160	60	110	865	0	75	785	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	140	125	150	160	60	110	865	0	75	785	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	160	140	125	150	160	60	110	865	0	75	785	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	1.40	1.00	1.00	2.18	0.82	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2280	1995	1425	1425	3109	1166	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.09	0.11	0.05	0.05	0.08	0.30	0.00	0.05	0.28	0.11
Crit Volume:	125	150					110			393		
Crit Moves:	****	****					****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	10	75	405	10	60	165	90	635	0	275	655	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	75	405	10	60	165	90	635	0	275	655	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	75	405	10	60	165	90	635	0	275	655	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	75	405	10	60	165	90	635	0	275	655	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	75	405	10	60	165	90	635	0	275	655	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	75	405	10	60	165	90	635	0	275	655	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.01	0.05	0.14	0.01	0.02	0.12	0.06	0.22	0.00	0.10	0.24	0.24
Crit Volume:	10					165		318		138		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	30	215	75	80	210	40	70	5	25	80	0	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	215	75	80	210	40	70	5	25	80	0	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	215	75	80	210	40	70	5	25	80	0	145
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	215	0	80	210	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	215	0	80	210	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	215	0	80	210	40	70	5	25	80	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.68	0.32	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2310	440	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	30			125	70	80						
Crit Moves:	****			****	****	****	****	****	****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.212
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	25	60	225	0	25	185	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	25	60	225	0	25	185	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	25	60	225	0	25	185	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	25	60	225	0	25	185	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	25	60	225	0	25	185	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	25	60	225	0	25	185	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.29	0.71	0.42	1.58	0.00	0.21	1.54	0.25
Final Sat.:	1500	107	1393	1500	429	1071	632	2368	0	313	2313	375

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.02	0.02	0.09	0.10	0.00	0.08	0.08	0.08
Crit Volume:				140	10		143		25			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.187
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	Avalon Blvd				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	30	20	10	5	20	40	100	270	15	5	205	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	5	20	40	100	270	15	5	205	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	5	20	40	100	270	15	5	205	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	5	20	40	100	270	15	5	205	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	5	20	40	100	270	15	5	205	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	5	20	40	100	270	15	5	205	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.15	0.85	1.00	0.52	1.40	0.08	0.05	1.86	0.09
Final Sat.:	1500	1000	500	231	1269	1500	779	2104	117	68	2795	136

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.02	0.02	0.03	0.13	0.13	0.13	0.07	0.07	0.07
Crit Volume:	30					40	100			110		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.235
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Fries Ave				Harry Bridges Blvd						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	0	0	1	0	1	0

Volume Module:

Base Vol:	65	20	85	5	10	25	20	300	35	65	240	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	20	85	5	10	25	20	300	35	65	240	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	20	85	5	10	25	20	300	35	65	240	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	20	85	5	10	25	20	300	35	65	240	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	20	85	5	10	25	20	300	35	65	240	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	20	85	5	10	25	20	300	35	65	240	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.19	0.81	1.00	0.29	0.71	0.11	1.69	0.20	0.41	1.53	0.06
Final Sat.:	1500	286	1214	1500	429	1071	169	2535	296	619	2286	95

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.00	0.02	0.02	0.12	0.12	0.12	0.10	0.10	0.10
Crit Volume:	105	5				177		65				
Crit Moves:	****	****	****			****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.132
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	0	5	15	0	0	0	0	345	10	5	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	0	0	0	0	345	10	5	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	15	0	0	0	0	345	10	5	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	0	0	0	0	345	10	5	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	0	0	0	0	345	10	5	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	15	0	0	0	0	345	10	5	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	0.03	1.97	0.00
Final Sat.:	0	1500	1500	0	0	0	0	2915	85	45	2955	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.12	0.11	0.11	0.00
Crit Volume:	15	0	0	0	0	0	0	178	5	0	0	0
Crit Moves:	****							****	****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.181
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	5	0	45	0	345	0	0	330	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	45	0	345	0	0	330	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	45	0	345	0	0	330	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	45	0	345	0	0	330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	45	0	345	0	0	330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	45	0	345	0	0	330	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	240	960	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.04	0.00	0.14	0.00	0.00	0.14	0.00
Crit Volume:	0	0	0	45	0	173	0	0	0	0	0	0
Crit Moves:				****		****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Harry Bridges Blvd / Figueroa St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 10 10 10 265 175 0 50 260 10 40 175 155
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 10 10 265 175 0 50 260 10 40 175 155
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 10 10 265 175 0 50 260 10 40 175 155
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 10 10 265 175 0 50 260 10 40 175 155
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 10 10 265 175 0 50 260 10 40 175 155
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 10 10 265 175 0 50 260 10 40 175 155
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.66 0.67 0.67 1.00 2.00 1.00 1.00 1.93 0.07 1.00 2.00 1.00
Final Sat.: 1000 1000 1000 1500 3000 1500 1500 2889 111 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.18 0.06 0.00 0.03 0.09 0.09 0.03 0.06 0.10
Crit Volume: 15 265 50 155
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #21 PCH / Alameda St Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A
Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 80 0 220 190 835 0 0 775 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 220 190 835 0 0 775 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 80 0 220 190 835 0 0 775 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 80 0 220 190 835 0 0 775 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 80 0 220 190 835 0 0 775 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 80 0 220 190 835 0 0 775 150
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.51 0.49
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3582 693
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.15 0.13 0.29 0.00 0.00 0.22 0.22
Crit Volume: 0 220 190 308
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	120	235	85	175	205	120	100	1030	100	65	940	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	235	85	175	205	120	100	1030	100	65	940	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	235	85	175	205	120	100	1030	100	65	940	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	235	85	175	205	120	100	1030	100	65	940	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	235	85	175	205	120	100	1030	100	65	940	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	235	85	175	205	120	100	1030	100	65	940	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.05	0.11	0.06	0.08	0.06	0.32	0.06	0.04	0.29	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: A

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 30 20 195 145 35 50 20 1325 15 60 1140 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 20 195 145 35 50 20 1325 15 60 1140 135
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 20 195 145 35 50 20 1325 15 60 1140 135
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 20 195 145 35 50 20 1325 15 60 1140 135
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 20 195 145 35 50 20 1325 15 60 1140 135
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 20 195 145 35 50 20 1325 15 60 1140 135

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.60 0.40 1.00 0.81 0.19 1.00 1.00 2.97 0.03 1.00 2.68 0.32
 Final Sat.: 960 640 1600 1289 311 1600 1600 4746 54 1600 4292 508

Capacity Analysis Module:
 Vol/Sat: 0.02 0.03 0.12 0.09 0.11 0.03 0.01 0.28 0.28 0.04 0.27 0.27
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected		
Rights:	Include		Include		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	1	0	1

Volume Module:
 Base Vol: 5 20 5 195 15 95 80 350 5 5 325 175
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 20 5 195 15 95 80 350 5 5 325 175
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 20 5 195 15 95 80 350 5 5 325 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 20 5 195 15 95 80 350 5 5 325 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 20 5 195 15 95 80 350 5 5 325 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 20 5 195 15 95 80 350 5 5 325 175
 OvlAdjVol: 70

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 1.34 0.33 1.86 0.14 1.00 1.00 2.00 1.00 1.00 1.00 1.00
 Final Sat.: 533 2133 533 2971 229 1600 1600 3200 1600 1600 1600 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.06 0.05 0.11 0.00 0.00 0.20 0.11
 OvlAdjV/S: 0.04
 Crit Moves: **** **

Baseline Plus Alternative 2: Reduced Project PM Peak Hour

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Scenario Report

Scenario: CEQA Reduced PM
 Command: CEQA Reduced PM
 Volume: CEQA Reduced PM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.395	A	xxxxx 0.395	+ 0.000 V/C
# 2	A	xxxxx 0.374	A	xxxxx 0.374	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.356	A	xxxxx 0.356	+ 0.000 V/C
# 4	A	xxxxx 0.360	A	xxxxx 0.360	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx 0.644	B	xxxxx 0.644	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.249	A	xxxxx 0.249	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.471	A	xxxxx 0.471	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.554	A	xxxxx 0.554	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.404	A	xxxxx 0.404	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.677	B	xxxxx 0.677	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.563	A	xxxxx 0.563	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.262	A	xxxxx 0.262	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.317	A	xxxxx 0.317	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.340	A	xxxxx 0.340	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.303	A	xxxxx 0.303	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.225	A	xxxxx 0.225	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.300	A	xxxxx 0.300	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.385	A	xxxxx 0.385	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.655	B	xxxxx 0.655	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx 0.790	C	xxxxx 0.790	+ 0.000 V/C

Intersection	Base Del/ V/ LOS Veh C	Future Del/ V/ LOS Veh C	Change in
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx 0.714	C xxxxx 0.714	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx 0.587	A xxxxx 0.587	+ 0.000 V/C

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	15 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Terminal Island Fwy	Ocean Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

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Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

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Volume Module:

Base Vol:	5 645 0	0 115 535	0 0 0	5 140 155
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	5 645 0	0 115 535	0 0 0	5 140 155
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	5 645 0	0 115 535	0 0 0	5 140 155
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	5 645 0	0 115 535	0 0 0	5 140 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	5 645 0	0 115 535	0 0 0	5 140 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	5 645 0	0 115 535	0 0 0	5 140 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600

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Capacity Analysis Module:

Vol/Sat:	0.00 0.20 0.00	0.00 0.04 0.19	0.00 0.00 0.00	0.00 0.04 0.00
Crit Moves:	****	****		****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.374
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0	0	10	125	10	0	650	170	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	10	125	10	0	650	170	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	125	10	0	650	170	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	10	125	10	0	650	170	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	10	125	10	0	650	170	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	10	125	10	0	650	170	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.85	0.15	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	2963	237	0	2880	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.04	0.04	0.00	0.23	0.05	0.00	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	70	0	0	105	145	0	0	0	0	530	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	105	145	0	0	0	0	530	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	105	145	0	0	0	0	530	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	70	0	0	105	145	0	0	0	0	530	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	105	145	0	0	0	0	530	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	70	0	0	105	145	0	0	0	0	530	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.09	0.00	0.00	0.00	0.00	0.17	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0	2 0 0 0	1 0 2 0	0 0 0 0

Volume Module:

Base Vol:	0 0	105 0	0 70 715	0 0 0 0
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0	105 0	70 715	0 0 0 0
Added Vol:	0 0	0 0	0 0	0 0 0 0
PasserByVol:	0 0	0 0	0 0	0 0 0 0
Initial Fut:	0 0	105 0	70 715	0 0 0 0
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0	105 0	70 715	0 0 0 0
Reduct Vol:	0 0	0 0	0 0	0 0 0 0
Reduced Vol:	0 0	105 0	70 715	0 0 0 0
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0	105 0	70 715	0 0 0 0

Saturation Flow Module:

Sat/Lane:	1600 1600	1600 1600	1600 1600	1600 1600
Adjustment:	1.00 1.00	1.00 0.90	1.00 1.00	1.00 1.00
Lanes:	0.00 0.00	0.00 2.00	0.00 1.00	0.00 0.00
Final Sat.:	0 0	0 2880	0 1600	3200 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.00	0.00 0.04	0.00 0.04	0.00 0.00
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 0 0	1 0 0 0	0 0 3 0	1 2 0 2

Volume Module:

Base Vol:	385 0	670 0	0 0 0	0 2125	225 35	1995 55
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Initial Bse:	385 0	670 0	0 0 0	0 2125	225 35	1995 55
Added Vol:	0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	385 0	670 0	0 0 0	0 2125	225 35	1995 55
User Adj:	1.00 1.00	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00 0.00
PHF Adj:	1.00 1.00	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00 0.00
PHF Volume:	385 0	0 0	0 0 0	0 2125	225 35	1995 0
Reduct Vol:	0 0	0 0	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	385 0	0 0	0 0 0	0 2125	225 35	1995 0
PCE Adj:	1.00 1.00	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00 0.00
MLF Adj:	1.00 1.00	0.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	0.00 0.00
FinalVolume:	385 0	0 0	0 0 0	0 2125	225 35	1995 0

Saturation Flow Module:

Sat/Lane:	1425 1425	1425 1425	1425 1425	1425 1425	1425 1425	1425 1425
Adjustment:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00
Lanes:	2.00 0.00	1.00 0.00	0.00 0.00	0.00 0.00	3.00 1.00	2.00 3.00
Final Sat.:	2850 0	1425 0	0 0 0	0 4275	1425 2850	4275 0

Capacity Analysis Module:

Vol/Sat:	0.14 0.00	0.00 0.00	0.00 0.00	0.00 0.50	0.16 0.01	0.47 0.00
Crit Volume:	193	0	0	708	18	18
Crit Moves:	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.249
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Ferry St / Seaside Ave	Harbor Fwy Ramp	
Approach:	North Bound South Bound	East Bound West Bound	
Movement:	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected
Rights:	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0

Volume Module:

Base Vol:	0 275 320	5 70 0	0 0 0	0 60 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 275 320	5 70 0	0 0 0	0 60 0 0
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 275 320	5 70 0	0 0 0	0 60 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 275 320	5 70 0	0 0 0	0 60 0 0
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 275 320	5 70 0	0 0 0	0 60 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 275 320	5 70 0	0 0 0	0 60 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 1.00	1.00 2.00 0.00	0.00 0.00 0.00	2.00 0.00 0.00
Final Sat.:	0 1425 1425	1425 2850 0	0 0 0	0 2850 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.19 0.22	0.00 0.02 0.00	0.00 0.00 0.00	0.02 0.00 0.00
Crit Volume:	320 5	0	30	
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St		
Approach:	North Bound South Bound	East Bound West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	125 5 135	60 5 5	75 75 270	195 60 120
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	125 5 135	60 5 5	75 75 270	195 60 120
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	125 5 135	60 5 5	75 75 270	195 60 120
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	125 5 135	60 5 5	75 75 0	195 60 120
Reduced Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	125 5 135	60 5 5	75 75 0	195 60 120
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	125 5 135	60 5 5	75 75 0	195 60 120

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 0.36 0.64
Final Sat.:	2880 1600 1600	1600 1600 1600	1600 1600 1600	1600 576 1024

Capacity Analysis Module:

Vol/Sat:	0.04 0.00 0.08	0.04 0.00 0.00	0.05 0.05 0.00	0.12 0.10 0.12
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1	1 0 2 0 1	1 0 3 0 1

Volume Module:

Base Vol:	15	35	75	135	15	30	15	1395	15	0	1035	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	35	75	135	15	30	15	1395	15	0	1035	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	35	75	135	15	30	15	1395	15	0	1035	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	35	75	135	15	30	15	1395	15	0	1035	115
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	35	75	135	15	30	15	1395	15	0	1035	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	35	75	135	15	30	15	1395	15	0	1035	115

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.32	0.68	0.75	0.08	0.17	1.00	2.97	0.03	1.00	3.00	1.00
Final Sat.:	1600	509	1091	1200	133	267	1600	4749	51	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.07	0.08	0.11	0.11	0.01	0.29	0.29	0.00	0.22	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	5	150	30	160	145	75	75	1205	0	10	825	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	150	30	160	145	75	75	1205	0	10	825	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	150	30	160	145	75	75	1205	0	10	825	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	150	30	160	145	75	75	1205	0	10	825	140
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	30	160	145	75	75	1205	0	10	825	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	150	30	160	145	75	75	1205	0	10	825	140

OvlAdjVol: 0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.02	0.10	0.05	0.05	0.05	0.25	0.00	0.01	0.17	0.09
OvlAdjV/S:								0.00				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.554
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Street Name:	E I St - W 9th St	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:

Base Vol:	155 55 5 170 50 90	110 1090 285	5 775 270
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	155 55 5 170 50 90	110 1090 285	5 775 270
Added Vol:	0 0 0 0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0	0 0 0
Initial Fut:	155 55 5 170 50 90	110 1090 285	5 775 270
User Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	155 55 0 170 50 0	110 1090 285	5 775 270
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	155 55 0 170 50 0	110 1090 285	5 775 270
PCE Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 0.00 1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	155 55 0 170 50 0	110 1090 285	5 775 270

Saturation Flow Module:

Sat/Lane:	1600 1600 1600 1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00 1.00 2.00 1.00	1.00 2.38 0.62	1.00 2.00 1.00
Final Sat.:	1600 3200 1600 1600 3200 1600	1600 3805 995	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.10 0.02 0.00 0.11 0.02 0.00	0.07 0.29 0.29	0.00 0.24 0.17
Crit Moves:	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Farragut Ave	Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 2 0 1

Volume Module:

Base Vol:	0 0 0 60 0 95	35 1410 0	0 960 40
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0 60 0 95	35 1410 0	0 960 40
Added Vol:	0 0 0 0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0	0 0 0
Initial Fut:	0 0 0 60 0 95	35 1410 0	0 960 40
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 60 0 95	35 1410 0	0 960 40
Reduced Vol:	0 0 0 0 0 0	0 0 0	0 0 0
Reduced Vol:	0 0 0 60 0 95	35 1410 0	0 960 40
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 60 0 95	35 1410 0	0 960 40

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 1.00 0.00 1.00	1.00 3.00 0.00	0.00 2.00 1.00
Final Sat.:	0 0 0 1425 0 1425	1425 4275 0	0 2850 1425

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.04 0.00 0.07	0.02 0.33 0.00	0.00 0.34 0.03
Crit Volume:	0	60 35	480
Crit Moves:	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	1	0	2	0	1

Volume Module:

Base Vol:	205	125	95	175	200	30	85	1230	250	65	875	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	125	95	175	200	30	85	1230	250	65	875	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	125	95	175	200	30	85	1230	250	65	875	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	125	95	175	200	30	85	1230	0	65	875	150
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	125	95	175	200	30	85	1230	0	65	875	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	205	125	95	175	200	30	85	1230	0	65	875	150

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.86	1.14	1.00	1.00	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2656	1619	1425	1425	3717	558	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.07	0.12	0.05	0.05	0.06	0.43	0.00	0.05	0.31	0.11
Crit Volume:	110	175	175	615	65	65	65	65	65	65	65	65
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St				Anaheim St				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	1

Volume Module:

Base Vol:	15	110	650	10	175	180	150	880	5	235	855	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	110	650	10	175	180	150	880	5	235	855	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	110	650	10	175	180	150	880	5	235	855	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	110	650	10	175	180	150	880	5	235	855	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	110	650	10	175	180	150	880	5	235	855	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	110	650	10	175	180	150	880	5	235	855	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2801	49

Capacity Analysis Module:

Vol/Sat:	0.01	0.08	0.23	0.01	0.06	0.13	0.11	0.31	0.00	0.08	0.31	0.31
Crit Volume:	325	10	150	325	10	150	325	10	325	325	435	435
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Split Phase		Split Phase		
Rights:	Ignore		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0	1

Volume Module:

Base Vol:	20	345	55	115	320	45	65	0	15	65	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	345	55	115	320	45	65	0	15	65	0	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	345	55	115	320	45	65	0	15	65	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	345	0	115	320	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	345	0	115	320	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	345	0	115	320	45	65	0	15	65	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2411	339	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.05	0.00	0.00
Crit Volume:	173	58		65			65		65			
Crit Moves:	****	****		****			****		****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	5	0	135	70	0	145	125	375	0	20	165	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	135	70	0	145	125	375	0	20	165	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	135	70	0	145	125	375	0	20	165	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	135	70	0	145	125	375	0	20	165	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	135	70	0	145	125	375	0	20	165	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	135	70	0	145	125	375	0	20	165	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.50	1.50	0.00	0.16	1.29	0.55
Final Sat.:	1500	0	1500	1500	0	1500	750	2250	0	235	1941	824

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.09	0.05	0.00	0.10	0.17	0.17	0.00	0.08	0.09	0.09
Crit Volume:	135	70		250			250		20			
Crit Moves:	****	****		****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

Control:	Permitted			Permitted											
Rights:	Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	50	55	10	25	25	95	195	465	5	10	310	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	55	10	25	25	95	195	465	5	10	310	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	55	10	25	25	95	195	465	5	10	310	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	55	10	25	25	95	195	465	5	10	310	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	55	10	25	25	95	195	465	5	10	310	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	55	10	25	25	95	195	465	5	10	310	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.96	0.17	0.34	0.66	1.00	0.59	1.40	0.01	0.06	1.82	0.12
Final Sat.:	1304	1435	261	517	983	1500	880	2098	23	88	2735	176

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.05	0.03	0.06	0.22	0.22	0.22	0.11	0.11	0.11
Crit Volume:	50			95	195			170				
Crit Moves:	***			***	***			***		***		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		

Control:	Permitted			Permitted									
Rights:	Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	65	25	85	10	5	30	15	575	10	35	430	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	25	85	10	5	30	15	575	10	35	430	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	25	85	10	5	30	15	575	10	35	430	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	25	85	10	5	30	15	575	10	35	430	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	85	10	5	30	15	575	10	35	430	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	25	85	10	5	30	15	575	10	35	430	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.23	0.77	1.00	0.14	0.86	0.05	1.92	0.03	0.14	1.74	0.12
Final Sat.:	1500	341	1159	1500	214	1286	75	2875	50	212	2606	182

Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.07	0.01	0.02	0.02	0.20	0.20	0.20	0.17	0.16	0.17
Crit Volume:	110			10			300			35		
Crit Moves:	***			***			***			***		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.225
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		

Control:	Permitted			Permitted							
Rights:	Include			Include							
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	0	0	0	1	1	0

Volume Module:

Base Vol:	10	0	5	0	0	0	0	600	25	15	515	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	5	0	0	0	0	600	25	15	515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	5	0	0	0	0	600	25	15	515	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	5	0	0	0	0	600	25	15	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	5	0	0	0	0	600	25	15	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	5	0	0	0	0	600	25	15	515	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.92	0.08	0.06	1.94	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2880	120	85	2915	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.18	0.00
Crit Volume:	10			0			313		15			
Crit Moves:	****						****		****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd			
	North Bound	South Bound		East Bound	West Bound		
Approach:	L - T - R	L - T - R		L - T - R	L - T - R		

Control:	Permitted			Permitted											
Rights:	Include			Include											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	0	0	1	0	1	0	1	0	1	1	0

Volume Module:

Base Vol:	0	0	0	5	0	60	0	600	0	0	515	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	60	0	600	0	0	515	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	60	0	600	0	0	515	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	60	0	600	0	0	515	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	5	0	60	0	600	0	0	515	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	5	0	60	0	600	0	0	515	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.15	0.85	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	185	1015	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.00	0.25	0.00	0.00	0.21	0.00
Crit Volume:	0			60		300	0		0			
Crit Moves:				****		****	****		****			

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Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.385
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Figueroa St	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1

Volume Module:

Base Vol:	10 60 25 240 135 0	45 460 20 50 325 195
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	10 60 25 240 135 0	45 460 20 50 325 195
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	10 60 25 240 135 0	45 460 20 50 325 195
User Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	10 60 25 240 135 0	45 460 20 50 325 195
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	10 60 25 240 135 0	45 460 20 50 325 195
PCE Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	10 60 25 240 135 0	45 460 20 50 325 195

Saturation Flow Module:

Sat/Lane:	1500 1500 1500 1500 1500 1500	1500 1500 1500 1500 1500 1500
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.21 1.26 0.53 1.00 2.00 1.00	1.00 1.92 0.08 1.00 2.00 1.00
Final Sat.:	316 1895 789 1500 3000 1500	1500 2875 125 1500 3000 1500

Capacity Analysis Module:

Vol/Sat:	0.03 0.03 0.03 0.16 0.05 0.00	0.03 0.16 0.16 0.03 0.11 0.13
Crit Volume:	48 240	240 50
Crit Moves:	**** ****	**** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Street Name:	Alameda St Ramp	PCH
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0 0 0 125 0 300	255 1185 0 0 950 185
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 125 0 300	255 1185 0 0 950 185
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 0 125 0 300	255 1185 0 0 950 185
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 125 0 300	255 1185 0 0 950 185
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0 125 0 300	255 1185 0 0 950 185
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 125 0 300	255 1185 0 0 950 185

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425 1425 1425 1425
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 1.00 0.00 1.00	1.00 2.00 0.00 0.00 2.51 0.49
Final Sat.:	0 0 0 1425 0 1425	1425 2850 0 0 3578 697

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.09 0.00 0.21	0.18 0.42 0.00 0.00 0.27 0.27
Crit Volume:	0	300 255 378
Crit Moves:		**** ****

Port of Los Angeles
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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: C

 Street Name: Santa Fe Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 155 335 80 170 190 105 105 1275 70 65 865 125
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 155 335 80 170 190 105 105 1275 70 65 865 125
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 155 335 80 170 190 105 105 1275 70 65 865 125
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 155 335 80 170 190 105 105 1275 70 65 865 125
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 155 335 80 170 190 105 105 1275 70 65 865 125
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 155 335 80 170 190 105 105 1275 70 65 865 125

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.05 0.11 0.06 0.07 0.07 0.40 0.04 0.04 0.27 0.08
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	45	290	160	35	10	10	1615	5	45	1080	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	45	290	160	35	10	10	1615	5	45	1080	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	45	290	160	35	10	10	1615	5	45	1080	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	45	290	160	35	10	10	1615	5	45	1080	130
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	45	290	160	35	10	10	1615	5	45	1080	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	45	290	160	35	10	10	1615	5	45	1080	130

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.56	1.00	0.82	0.18	1.00	1.00	2.99	0.01	1.00	2.68	0.32
Final Sat.:	700	900	1600	1313	287	1600	1600	4785	15	1600	4284	516

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.18	0.10	0.12	0.01	0.01	0.34	0.34	0.03	0.25	0.25
Crit Moves:	****	****		****	****					****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 1 0 1		

Volume Module:

Base Vol:	5	25	15	140	25	160	185	835	0	5	380	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	25	15	140	25	160	185	835	0	5	380	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	25	15	140	25	160	185	835	0	5	380	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	25	15	140	25	160	185	835	0	5	380	200
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	25	15	140	25	160	185	835	0	5	380	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	25	15	140	25	160	185	835	0	5	380	200
OvlAdjVol:												40

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	1.11	0.67	1.70	0.30	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	356	1778	1067	2715	485	1600	1600	3200	1600	1600	1600	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.10	0.12	0.26	0.00	0.00	0.24	0.13
OvlAdjV/S:												0.03
Crit Moves:	****	****	****								****	

2016 Without Project AM Peak Hour

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Scenario: Scenario Report
 2016 WO Project AM Peak

Command: 2016 WO Project AM Peak
 Volume: 2016 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 4	A xxxxx	0.207	A xxxxx	0.207	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.589	A xxxxx	0.589	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.583	A xxxxx	0.583	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.564	A xxxxx	0.564	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.641	B xxxxx	0.641	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	0 130 0	0 170 600	0 0 0	0 5 300 130
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 130 0	0 170 600	0 0 0	0 5 300 130
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 130 0	0 170 600	0 0 0	0 5 300 130
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 130 0	0 170 600	0 0 0	0 5 300 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 130 0	0 170 600	0 0 0	0 5 300 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 130 0	0 170 600	0 0 0	0 5 300 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.04 0.00	0.00 0.05 0.21	0.00 0.00 0.00	0.00 0.09 0.00
Crit Moves:	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.217
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    23          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 175 0 0 130 200 0 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 175 0 0 130 200 0 0 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 175 0 0 130 200 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 175 0 0 130 200 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 175 0 0 130 200 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 175 0 0 130 200 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.05 0.00 0.00 0.05 0.06 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.305
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 55 0 0 0 115 115 0 0 0 0 425 235
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 55 0 0 0 115 115 0 0 0 0 425 235
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 55 0 0 0 115 115 0 0 0 0 425 235
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 55 0 0 0 115 115 0 0 0 0 425 235
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 55 0 0 0 115 115 0 0 0 0 425 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 55 0 0 0 115 115 0 0 0 0 425 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.02 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.207
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 115 0 0 55 215 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 0 0 115 0 0 55 215 0 0 0 0 0
Added Vol:        0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      0 0 0 115 0 0 55 215 0 0 0 0 0
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       0 0 0 115 0 0 55 215 0 0 0 0 0
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      0 0 0 115 0 0 55 215 0 0 0 0 0
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:      0 0 0 115 0 0 55 215 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:       0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.714
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    65          Level Of Service:      C
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         345 0 430 0 0 0 0 2535 350 0 1965 15
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      345 0 430 0 0 0 0 2535 350 0 1965 15
Added Vol:        0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:      345 0 430 0 0 0 0 2535 350 0 1965 15
User Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:       345 0 0 0 0 0 0 2535 350 0 1965 0
Reduct Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:      345 0 0 0 0 0 0 2535 350 0 1965 0
PCE Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:          1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:      345 0 0 0 0 0 0 2535 350 0 1965 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:            2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:       2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.46 0.00
Crit Volume:      173          845          0
Crit Moves:      ****          ****          ****
*****
    
```


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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Ferry St / Seaside Ave	Harbor Fwy Ramp
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	0 0 0 0 0

Volume Module:

Base Vol:	0 215 35	0 260 0	0 0 0 0	0 405 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 215 35	0 260 0	0 0 0 0	0 405 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 215 35	0 260 0	0 0 0 0	0 405 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 215 35	0 260 0	0 0 0 0	0 405 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 215 35	0 260 0	0 0 0 0	0 405 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 215 35	0 260 0	0 0 0 0	0 405 0 0

Saturation Flow Module:

Sat/Lane:	1425 1425 1425	1425 1425 1425	1425 1425 1425	1425 1425 1425
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 1.00 1.00	1.00 2.00 0.00	0.00 0.00 0.00	2.00 0.00 0.00
Final Sat.:	0 1425 1425	1425 2850 0	0 0 0 0	2850 0 0

Capacity Analysis Module:

Vol/Sat:	0.00 0.15 0.02	0.00 0.09 0.00	0.00 0.00 0.00	0.14 0.00 0.00
Crit Volume:	215	0	0	203
Crit Moves:	****	****	****	****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Pier B St-Pico Ave	I-710 Ramps-9th St
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Include	Include
Min. Green:	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	0 1 1 0 1

Volume Module:

Base Vol:	170 5 290	20 5 5	5 120 25	155 110 25
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	170 5 290	20 5 5	5 120 25	155 110 25
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	170 5 290	20 5 5	5 120 25	155 110 25
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
PHF Volume:	170 5 290	20 5 5	5 120 0	155 110 25
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	170 5 290	20 5 5	5 120 0	155 110 25
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00	1.00 1.00 1.00
FinalVolume:	170 5 290	20 5 5	5 120 0	155 110 25

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	0.90 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	2.00 1.00 1.00	1.00 1.00 1.00	0.08 1.92 1.00	1.00 0.83 0.17
Final Sat.:	2880 1600 1600	1600 1600 1600	128 3072 1600	1600 1324 276

Capacity Analysis Module:

Vol/Sat:	0.06 0.00 0.18	0.01 0.00 0.00	0.04 0.04 0.00	0.10 0.08 0.09
Crit Moves:	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 100 100 85 75 55 90 35 730 25 35 1395 260
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 100 100 85 75 55 90 35 730 25 35 1395 260
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 100 100 85 75 55 90 35 730 25 35 1395 260
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 100 100 85 75 55 90 35 730 25 35 1395 260
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 100 100 85 75 55 90 35 730 25 35 1395 260
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 100 100 85 75 55 90 35 730 25 35 1395 260

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1600 865 735 545 400 655 1600 4641 159 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 50 305 40 190 210 110 35 725 220 45 1140 325
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 305 40 190 210 110 35 725 220 45 1140 325
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 305 40 190 210 110 35 725 220 45 1140 325
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 305 40 190 210 110 35 725 220 45 1140 325
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 305 40 190 210 110 35 725 220 45 1140 325
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 305 40 190 210 110 35 725 220 45 1140 325

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.30 0.70 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3683 1117 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 165 50 10 160 55 15 45 825 110 20 1035 230
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 165 50 10 160 55 15 45 825 110 20 1035 230
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 165 50 10 160 55 15 45 825 110 20 1035 230
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 165 50 0 160 55 0 45 825 110 20 1035 230
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 165 50 0 160 55 0 45 825 110 20 1035 230
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 165 50 0 160 55 0 45 825 110 20 1035 230

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.10 0.02 0.00 0.10 0.02 0.00 0.03 0.19 0.19 0.01 0.32 0.14
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Ovl		Include		Ovl									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 15 0 70 50 985 0 0 1245 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 70 50 985 0 0 1245 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 70 50 985 0 0 1245 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 70 50 985 0 0 1245 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 70 50 985 0 0 1245 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 70 50 985 0 0 1245 20

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.23 0.00 0.00 0.29 0.01
 Crit Volume: 0 15 50 415
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 105 155 35 140 195 40 30 905 260 55 1195 115
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 105 155 35 140 195 40 30 905 260 55 1195 115
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 155 35 140 195 40 30 905 260 55 1195 115
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 105 155 35 140 195 40 30 905 0 55 1195 115
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 105 155 35 140 195 40 30 905 0 55 1195 115
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 105 155 35 140 195 40 30 905 0 55 1195 115

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.21 1.79 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1726 2549 1425 1425 3547 728 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.06 0.06 0.02 0.10 0.05 0.05 0.02 0.32 0.00 0.04 0.42 0.08
 Crit Volume: 87 140 30 598
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 25 190 420 10 270 125 155 775 35 390 935 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 190 420 10 270 125 155 775 35 390 935 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 190 420 10 270 125 155 775 35 390 935 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 190 420 10 270 125 155 775 35 390 935 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 190 420 10 270 125 155 775 35 390 935 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 190 420 10 270 125 155 775 35 390 935 35

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2747 103

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.13 0.15 0.01 0.09 0.09 0.11 0.27 0.02 0.14 0.34 0.34
 Crit Volume: 190 10 155 485
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp			Henry Ford Ave-Pier A Wy		
Approach:	North Bound	South Bound		East Bound	West Bound	
Movement:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Protected	Protected		Split Phase	Split Phase	
Rights:	Ignore	Include		Include	Ignore	
Min. Green:	0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	
Lanes:	1 0 2 0 1	2 0 1 1 0		1 0 0 1 0	0 1 0 0 1	

Volume Module:

Base Vol:	135	200	100	185	285	35	85	10	145	50	5	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	200	100	185	285	35	85	10	145	50	5	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	200	100	185	285	35	85	10	145	50	5	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	200	0	185	285	35	85	10	145	50	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	200	0	185	285	35	85	10	145	50	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	200	0	185	285	35	85	10	145	50	5	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	89	1286	1250	125	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.00	0.07	0.12	0.12	0.06	0.11	0.11	0.04	0.04	0.00
Crit Volume:	135			160			155		55			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound		East Bound	West Bound	
Movement:	L - T - R	L - T - R		L - T - R	L - T - R	
Control:	Permitted	Permitted		Permitted	Permitted	
Rights:	Include	Include		Include	Include	
Min. Green:	0 0 0 0	0 0 0 0		0 0 0 0	0 0 0 0	
Lanes:	1 0 0 1 0	1 0 0 1 0		0 1 0 1 0	0 1 0 1 0	

Volume Module:

Base Vol:	0	5	35	85	5	140	120	280	10	165	310	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	85	5	140	120	280	10	165	310	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	85	5	140	120	280	10	165	310	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	85	5	140	120	280	10	165	310	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	85	5	140	120	280	10	165	310	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	85	5	140	120	280	10	165	310	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.03	0.97	0.58	1.37	0.05	0.61	1.15	0.24
Final Sat.:	1500	188	1313	1500	52	1448	878	2049	73	917	1722	361

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145		120				270		
Crit Moves:	****			****		****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	25	25	10	25	175	230	385	290	140	30	415	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	25	10	25	175	230	385	290	140	30	415	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	25	10	25	175	230	385	290	140	30	415	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	25	10	25	175	230	385	290	140	30	415	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	25	10	25	175	230	385	290	140	30	415	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	25	10	25	175	230	385	290	140	30	415	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.83	0.33	0.12	0.88	1.00	0.95	0.71	0.34	0.13	1.76	0.11
Final Sat.:	1250	1250	500	174	1326	1500	1417	1067	515	191	2649	160

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.13	0.15	0.27	0.27	0.27	0.16	0.16	0.16
Crit Volume:	25			230			385			235		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	125	10	30	15	20	15	20	710	115	40	600	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	30	15	20	15	20	710	115	40	600	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	30	15	20	15	20	710	115	40	600	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	30	15	20	15	20	710	115	40	600	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	30	15	20	15	20	710	115	40	600	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	30	15	20	15	20	710	115	40	600	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.57	0.43	0.05	1.68	0.27	0.12	1.85	0.03
Final Sat.:	1500	375	1125	1500	857	643	71	2521	408	185	2769	46

Capacity Analysis Module:

Vol/Sat:	0.08	0.03	0.03	0.01	0.02	0.02	0.28	0.28	0.28	0.22	0.22	0.22
Crit Volume:	125			35			423			40		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 0 25 20 5 20 5 870 5 20 640 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 25 20 5 20 5 870 5 20 640 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 25 20 5 20 5 870 5 20 640 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 25 20 5 20 5 870 5 20 640 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 870 5 20 640 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 25 20 5 20 5 870 5 20 640 10
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 17 2966 17 90 2866 45
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.29 0.29 0.29 0.22 0.22 0.22
Crit Volume: 25 20 440 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 0 0 0 210 0 165 70 690 0 0 585 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 210 0 165 70 690 0 0 585 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 210 0 165 70 690 0 0 585 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 210 0 165 70 690 0 0 585 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 210 0 165 70 690 0 0 585 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 210 0 165 70 690 0 0 585 120
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 1.00 0.12 0.88 1.00 2.00 0.00 1.00 1.66 0.34
Final Sat.: 0 1200 0 1200 144 1056 1200 2400 0 1200 1991 409
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.16 0.06 0.29 0.00 0.00 0.29 0.29
Crit Volume: 0 210 70 353
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Ignore		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:

Base Vol:	0	0	0	505	0	250	40	345	0	5	345	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	505	0	250	40	345	0	5	345	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	505	0	250	40	345	0	5	345	430
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	505	0	0	40	345	0	5	345	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	505	0	0	40	345	0	5	345	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	505	0	0	40	345	0	5	345	430

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.00	0.03	0.12	0.00	0.00	0.12	0.29
Crit Volume:	0			505			40			430		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	2	0	0	1

Volume Module:

Base Vol:	0	0	0	205	0	230	210	730	0	0	900	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	205	0	230	210	730	0	0	900	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	205	0	230	210	730	0	0	900	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	230	210	730	0	0	900	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	230	210	730	0	0	900	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	205	0	230	210	730	0	0	900	190

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3530	745

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.16	0.15	0.26	0.00	0.00	0.25	0.25
Crit Volume:	0					230	210			363		
Crit Moves:						****	****			****		

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	110	200	90	10	250	60	55	1005	25	90	1385	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	200	90	10	250	60	55	1005	25	90	1385	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	200	90	10	250	60	55	1005	25	90	1385	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	200	90	10	250	60	55	1005	25	90	1385	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	200	90	10	250	60	55	1005	25	90	1385	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	200	90	10	250	60	55	1005	25	90	1385	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.06	0.01	0.08	0.04	0.03	0.31	0.02	0.06	0.43	0.07
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.641
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:
 Base Vol: 45 25 90 195 75 45 10 1055 20 80 1695 85
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 25 90 195 75 45 10 1055 20 80 1695 85
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 25 90 195 75 45 10 1055 20 80 1695 85
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 25 90 195 75 45 10 1055 20 80 1695 85
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 25 90 195 75 45 10 1055 20 80 1695 85
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 25 90 195 75 45 10 1055 20 80 1695 85

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.86 0.14
 Final Sat.: 1029 571 1600 1156 444 1600 1600 4711 89 1600 4571 229

Capacity Analysis Module:
 Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.37 0.37
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase Include			Split Phase Include			Protected Include			Protected Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0	1	0	2	0	1	0

Volume Module:
 Base Vol: 5 25 10 230 65 145 130 590 5 20 635 250
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 25 10 230 65 145 130 590 5 20 635 250
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 25 10 230 65 145 130 590 5 20 635 250
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 25 10 230 65 145 130 590 5 20 635 250
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 25 10 230 65 145 130 590 5 20 635 250
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 25 10 230 65 145 130 590 5 20 635 250
 OvlAdjVol: 102

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.25 1.25 0.50 1.56 0.44 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 400 2000 800 2495 705 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.09 0.09 0.09 0.08 0.18 0.00 0.01 0.20 0.16
 OvlAdjV/S: 0.06
 Crit Moves: ****

2016 Without Project MD Peak Hour

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Scenario: Scenario Report
 2016 WO Project MD Peak

Command: 2016 WO Project MD Peak
 Volume: 2016 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 2	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 4	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.388	A xxxxx	0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.671	B xxxxx	0.671	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.316	A xxxxx	0.316	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.649	B xxxxx	0.649	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.516	A xxxxx	0.516	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.245	A xxxxx	0.245	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.419	A xxxxx	0.419	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.534	A xxxxx	0.534	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	0	205	0	0	130	390	0	0	0	10	255	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	205	0	0	130	390	0	0	0	10	255	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	205	0	0	130	390	0	0	0	10	255	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	205	0	0	130	390	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	205	0	0	130	390	0	0	0	10	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	205	0	0	130	390	0	0	0	10	255	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.300
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.306
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 225 0 0 45 410 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.08 0.00 0.00 0.03 0.13 0.00 0.00 0.00 0.00
Crit Moves:      ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.394
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    31           Level Of Service:      A
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         285 0 295 0 0 0 0 1165 30 0 1255 30
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      285 0 295 0 0 0 0 1165 30 0 1255 30
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     285 0 295 0 0 0 0 1165 30 0 1255 30
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      285 0 0 0 0 0 0 1165 30 0 1255 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     285 0 0 0 0 0 0 1165 30 0 1255 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     285 0 0 0 0 0 0 1165 30 0 1255 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.02 0.00 0.29 0.00
Crit Volume:     143                0                418
Crit Moves:      ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 350 270 5 385 0 0 0 0 0 395 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 350 270 5 385 0 0 0 0 0 395 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 350 270 5 385 0 0 0 0 0 395 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 350 270 5 385 0 0 0 0 0 395 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 350 270 5 385 0 0 0 0 0 395 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 350 270 5 385 0 0 0 0 0 395 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.19 0.00 0.14 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 350 5 0 197
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 0

Volume Module:
Base Vol: 110 5 175 25 10 5 5 160 10 245 140 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 5 175 25 10 5 5 160 10 245 140 90
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 5 175 25 10 5 5 160 10 245 140 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 5 175 25 10 5 5 160 0 245 140 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 5 175 25 10 5 5 160 0 245 140 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 5 175 25 10 5 5 160 0 245 140 90

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.33 0.67 0.06 1.94 1.00 1.00 0.62 0.38
Final Sat.: 2880 1600 1600 1600 2133 1067 97 3103 1600 1600 994 606

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.11 0.02 0.00 0.00 0.05 0.05 0.00 0.15 0.14 0.15
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 90 75 130 180 80 130 35 1020 45 35 1100 210
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 90 75 130 180 80 130 35 1020 45 35 1100 210
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 90 75 130 180 80 130 35 1020 45 35 1100 210
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 90 75 130 180 80 130 35 1020 45 35 1100 210
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 90 75 130 180 80 130 35 1020 45 35 1100 210
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 90 75 130 180 80 130 35 1020 45 35 1100 210

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.37 0.63 0.46 0.21 0.33 1.00 2.87 0.13 1.00 3.00 1.00
 Final Sat.: 1600 585 1015 738 328 533 1600 4597 203 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.06 0.13 0.13 0.11 0.24 0.24 0.02 0.22 0.22 0.02 0.23 0.13
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.610
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 30 200 45 160 155 140 95 890 25 40 1000 245
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 200 45 160 155 140 95 890 25 40 1000 245
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 200 45 160 155 140 95 890 25 40 1000 245
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 200 45 160 155 140 95 890 25 40 1000 245
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 200 45 160 155 140 95 890 25 40 1000 245
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 200 45 160 155 140 95 890 25 40 1000 245

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.92 0.08 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4669 131 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.06 0.03 0.10 0.05 0.09 0.06 0.19 0.19 0.03 0.21 0.15
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 140 75 0 130 50 0 45 780 95 15 930 215
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 140 75 0 130 50 0 45 780 95 15 930 215
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 140 75 0 130 50 0 45 780 95 15 930 215
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 140 75 0 130 50 0 45 780 95 15 930 215
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 140 75 0 130 50 0 45 780 95 15 930 215
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 140 75 0 130 50 0 45 780 95 15 930 215

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.67 0.33 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4279 521 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.09 0.02 0.00 0.08 0.02 0.00 0.03 0.18 0.18 0.01 0.29 0.13
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 20 0 130 75 1045 0 0 960 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 130 75 1045 0 0 960 30
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 130 75 1045 0 0 960 30
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 130 75 1045 0 0 960 30
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 130 75 1045 0 0 960 30
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 130 75 1045 0 0 960 30

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.09 0.05 0.24 0.00 0.00 0.22 0.02
 Crit Volume: 0 130 0 320
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 205 200 110 200 270 75 90 865 200 110 1000 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 205 200 110 200 270 75 90 865 200 110 1000 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 205 200 110 200 270 75 90 865 200 110 1000 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 205 200 110 200 270 75 90 865 0 110 1000 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 205 200 110 200 270 75 90 865 0 110 1000 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 205 200 110 200 270 75 90 865 0 110 1000 190

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.52 1.48 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2164 2111 1425 1425 3346 929 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.08 0.14 0.08 0.08 0.06 0.30 0.00 0.08 0.35 0.13
 Crit Volume: 135 200 90 500
 Crit Moves: **** **

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 10 150 315 5 165 120 90 780 20 200 965 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 150 315 5 165 120 90 780 20 200 965 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 150 315 5 165 120 90 780 20 200 965 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 150 315 5 165 120 90 780 20 200 965 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 150 315 5 165 120 90 780 20 200 965 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 150 315 5 165 120 90 780 20 200 965 15

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2806 44

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.11 0.11 0.00 0.06 0.08 0.06 0.27 0.01 0.07 0.34 0.34
 Crit Volume: 150 5 90 490
 Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 55 235 45 145 390 45 60 0 60 40 0 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 235 45 145 390 45 60 0 60 40 0 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 235 45 145 390 45 60 0 60 40 0 220
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 55 235 0 145 390 45 60 0 60 40 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 235 0 145 390 45 60 0 60 40 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 55 235 0 145 390 45 60 0 60 40 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.79 0.21 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2466 284 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.09 0.00 0.05 0.16 0.16 0.04 0.00 0.04 0.03 0.00 0.00
Crit Volume: 55 218 60 40
Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 0 10 130 10 10 30 65 405 0 30 325 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 130 10 10 30 65 405 0 30 325 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 130 10 10 30 65 405 0 30 325 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 130 10 10 30 65 405 0 30 325 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 130 10 10 30 65 405 0 30 325 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 130 10 10 30 65 405 0 30 325 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.25 0.75 0.28 1.72 0.00 0.15 1.69 0.16
Final Sat.: 1500 107 1393 1500 375 1125 415 2585 0 234 2532 234

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.16 0.16 0.00 0.13 0.13 0.13
Crit Volume: 140 10 235 30
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	35	10	10	100	120	170	405	30	15	365	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	10	10	100	120	170	405	30	15	365	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	10	10	100	120	170	405	30	15	365	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	10	10	100	120	170	405	30	15	365	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	10	10	100	120	170	405	30	15	365	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	10	10	100	120	170	405	30	15	365	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	1.00	0.29	0.09	0.91	1.00	0.56	1.34	0.10	0.07	1.78	0.15
Final Sat.:	1071	1500	429	130	1370	1500	843	2008	149	110	2671	220

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.08	0.07	0.08	0.20	0.20	0.20	0.14	0.14	0.14
Crit Volume:	25			120	170		205					
Crit Moves:	****			****	****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	160	20	65	5	10	25	20	405	50	20	495	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	65	5	10	25	20	405	50	20	495	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	65	5	10	25	20	405	50	20	495	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	65	5	10	25	20	405	50	20	495	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	65	5	10	25	20	405	50	20	495	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	65	5	10	25	20	405	50	20	495	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.71	0.21	0.08	1.88	0.04
Final Sat.:	1500	353	1147	1500	429	1071	126	2558	316	114	2829	57

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.16	0.16	0.16	0.18	0.17	0.17
Crit Volume:	160						35	20				262
Crit Moves:	****						****	****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.245
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A
Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 0 5 15 15 5 15 20 550 10 15 605 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 15 15 5 15 20 550 10 15 605 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 15 5 15 20 550 10 15 605 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 15 15 5 15 20 550 10 15 605 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 15 5 15 20 550 10 15 605 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 15 15 5 15 20 550 10 15 605 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.90 0.03 0.05 1.90 0.05
Final Sat.: 0 1500 1500 643 214 643 103 2845 52 71 2858 71
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.19 0.19 0.19 0.21 0.21 0.21
Crit Volume: 15 15 20 318
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 15 0 105 75 665 0 0 620 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 15 0 105 75 665 0 0 620 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 15 0 105 75 665 0 0 620 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 105 75 665 0 0 620 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 105 75 665 0 0 620 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 15 0 105 75 665 0 0 620 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08
Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2307 93
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.28 0.00 0.00 0.27 0.27
Crit Volume: 0 105 75 323
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	0 0 2 0 1	0 0 2 0 1

Volume Module:

Base Vol:	0	0	5	330	0	305	45	270	0	5	370	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	330	0	305	45	270	0	5	370	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	330	0	305	45	270	0	5	370	320
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	330	0	0	45	270	0	5	370	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	330	0	0	45	270	0	5	370	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	330	0	0	45	270	0	5	370	320

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.03	0.09	0.00	0.00	0.12	0.21
Crit Volume:		5	330				45				320	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	135	0	95	195	1190	0	0	1075	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	0	95	195	1190	0	0	1075	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	95	195	1190	0	0	1075	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	95	195	1190	0	0	1075	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	95	195	1190	0	0	1075	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	95	195	1190	0	0	1075	210

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3576	699

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.14	0.42	0.00	0.00	0.30	0.30
Crit Volume:		0		135			195				428	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: B

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	300	110	10	245	75	100	1165	10	0	1080	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	300	110	10	245	75	100	1165	10	0	1080	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	300	110	10	245	75	100	1165	10	0	1080	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	300	110	10	245	75	100	1165	10	0	1080	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	300	110	10	245	75	100	1165	10	0	1080	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	300	110	10	245	75	100	1165	10	0	1080	135

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.07	0.01	0.08	0.05	0.06	0.36	0.01	0.00	0.34	0.08
Crit Moves:	****		****		****		****		****		****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.661
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 35 40 235 200 60 55 15 1260 20 90 1295 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 40 235 200 60 55 15 1260 20 90 1295 170
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 40 235 200 60 55 15 1260 20 90 1295 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 40 235 200 60 55 15 1260 20 90 1295 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 40 235 200 60 55 15 1260 20 90 1295 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 40 235 200 60 55 15 1260 20 90 1295 170

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.47 0.53 1.00 0.77 0.23 1.00 1.00 2.95 0.05 1.00 2.65 0.35
 Final Sat.: 747 853 1600 1231 369 1600 1600 4725 75 1600 4243 557

Capacity Analysis Module:
 Vol/Sat: 0.02 0.05 0.15 0.13 0.16 0.03 0.01 0.27 0.27 0.06 0.31 0.31
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 30 20 110 55 150 230 610 15 35 515 330
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 30 20 110 55 150 230 610 15 35 515 330
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 30 20 110 55 150 230 610 15 35 515 330
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 30 20 110 55 150 230 610 15 35 515 330
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 30 20 110 55 150 230 610 15 35 515 330
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 30 20 110 55 150 230 610 15 35 515 330
 OvlAdjVol: 180

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.20 0.80 1.33 0.67 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 1920 1280 2133 1067 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.02 0.05 0.05 0.09 0.14 0.19 0.01 0.02 0.16 0.21
 OvlAdjV/S: 0.11
 Crit Moves: **** **

2016 Without Project PM Peak Hour

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Scenario: 2016 WO Project PM Peak Scenario Report
 Command: 2016 WO Project PM Peak
 Volume: 2016 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 2	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.825	D xxxxx	0.825	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.700	C xxxxx	0.700	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.770	C xxxxx	0.770	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.445	A xxxxx	0.445	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.837	D xxxxx	0.837	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.721	C xxxxx	0.721	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.917	E xxxxx	0.917	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.869	D xxxxx	0.869	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	0	2	0	1	0

Volume Module:
 Base Vol: 5 560 0 0 205 680 0 0 0 20 245 345
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 560 0 0 205 680 0 0 0 20 245 345
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 560 0 0 205 680 0 0 0 20 245 345
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 560 0 0 205 680 0 0 0 20 245 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 560 0 0 205 680 0 0 0 20 245 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 560 0 0 205 680 0 0 0 20 245 0

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 0 0 3200 2880 0 0 0 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.17 0.00 0.00 0.06 0.24 0.00 0.00 0.00 0.01 0.08 0.00
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.366
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    27          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 225 0 0 565 375 0 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 225 0 0 565 375 0 0 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 0 0 225 0 0 565 375 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 225 0 0 565 375 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 225 0 0 565 375 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 225 0 0 565 375 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.07 0.00 0.00 0.20 0.12 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.373
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 430 0 0 0 250 170 0 0 0 0 0 445 275
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 430 0 0 0 250 170 0 0 0 0 0 445 275
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 430 0 0 0 250 170 0 0 0 0 0 445 275
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 430 0 0 0 250 170 0 0 0 0 0 445 275
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 430 0 0 0 250 170 0 0 0 0 0 445 275
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 430 0 0 0 250 170 0 0 0 0 0 445 275
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.13 0.00 0.00 0.08 0.11 0.00 0.00 0.00 0.00 0.14 0.10
Crit Moves:   ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

 Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	2	0	0

 Volume Module:
 Base Vol: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 515 315 0 300 0 0 0 0 0 245 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.36 0.22 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
 Crit Volume: 515 0 0 123
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

 Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Ignore		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	0	1	0	1	0

 Volume Module:
 Base Vol: 130 5 210 65 5 10 35 190 220 430 260 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 130 5 210 65 5 10 35 190 220 430 260 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 130 5 210 65 5 10 35 190 220 430 260 200
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 130 5 210 65 5 10 35 190 0 430 260 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 130 5 210 65 5 10 35 190 0 430 260 200
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 130 5 210 65 5 10 35 190 0 430 260 200

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.31 1.69 1.00 0.97 0.58 0.45
 Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1546 935 719

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.13 0.04 0.00 0.01 0.07 0.07 0.00 0.28 0.28 0.28
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 85 80 135 185 45 180 35 1540 35 40 1325 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 80 135 185 45 180 35 1540 35 40 1325 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 80 135 185 45 180 35 1540 35 40 1325 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 80 135 185 45 180 35 1540 35 40 1325 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 80 135 185 45 180 35 1540 35 40 1325 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 85 80 135 185 45 180 35 1540 35 40 1325 185

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 280 115 400 275 130 70 1350 10 50 1195 355
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 280 115 400 275 130 70 1350 10 50 1195 355
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 280 115 400 275 130 70 1350 10 50 1195 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 280 115 400 275 130 70 1350 10 50 1195 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 280 115 400 275 130 70 1350 10 50 1195 355
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 280 115 400 275 130 70 1350 10 50 1195 355

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 325 210 30 170 175 25 45 1255 395 20 1165 195
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 325 210 30 170 175 25 45 1255 395 20 1165 195
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 325 210 30 170 175 25 45 1255 395 20 1165 195
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 325 210 0 170 175 0 45 1255 395 20 1165 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 325 210 0 170 175 0 45 1255 395 20 1165 195
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 325 210 0 170 175 0 45 1255 395 20 1165 195

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.20 0.07 0.00 0.11 0.05 0.00 0.03 0.34 0.34 0.01 0.36 0.12
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: B

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 70 0 390 140 1565 0 0 1550 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 70 0 390 140 1565 0 0 1550 60

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.37 0.00 0.00 0.36 0.04
 Crit Volume: 0 390 0 517
 Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D
Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 255 370 195 225 190 50 105 1370 215 95 1470 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 255 370 195 225 190 50 105 1370 215 95 1470 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 255 370 195 225 190 50 105 1370 215 95 1470 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 255 370 195 225 190 50 105 1370 0 95 1470 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 255 370 195 225 190 50 105 1370 0 95 1470 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 255 370 195 225 190 50 105 1370 0 95 1470 160
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.22 1.78 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1744 2531 1425 1425 3384 891 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.14 0.16 0.06 0.06 0.07 0.48 0.00 0.07 0.52 0.11
Crit Volume: 208 225 105 735
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C
Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0
Volume Module:
Base Vol: 20 280 630 20 300 140 115 990 15 335 1360 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 280 630 20 300 140 115 990 15 335 1360 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 280 630 20 300 140 115 990 15 335 1360 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 280 630 20 300 140 115 990 15 335 1360 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 280 630 20 300 140 115 990 15 335 1360 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 280 630 20 300 140 115 990 15 335 1360 35
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72
Capacity Analysis Module:
Vol/Sat: 0.01 0.20 0.22 0.01 0.11 0.10 0.08 0.35 0.01 0.12 0.49 0.49
Crit Volume: 280 20 115 698
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 85 285 80 105 320 35 65 0 15 130 0 320
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 285 80 105 320 35 65 0 15 130 0 320
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 285 80 105 320 35 65 0 15 130 0 320
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 285 0 105 320 35 65 0 15 130 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 285 0 105 320 35 65 0 15 130 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 285 0 105 320 35 65 0 15 130 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2479 271 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.10 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.09 0.00 0.00
Crit Volume: 85 178 65 130
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 10 5 175 75 5 185 130 525 0 30 460 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 175 75 5 185 130 525 0 30 460 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 175 75 5 185 130 525 0 30 460 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 175 75 5 185 130 525 0 30 460 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 175 75 5 185 130 525 0 30 460 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 175 75 5 185 130 525 0 30 460 75

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.03 0.97 1.00 0.03 0.97 0.40 1.60 0.00 0.11 1.63 0.26
Final Sat.: 1500 42 1458 1500 39 1461 595 2405 0 159 2442 398

Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.12 0.05 0.13 0.13 0.22 0.22 0.00 0.19 0.19 0.19
Crit Volume: 180 75 130 282
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 Harry Bridges Blvd / Avalon Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: B

 Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 40 70 5 25 25 245 360 620 5 10 615 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 70 5 25 25 245 360 620 5 10 615 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 70 5 25 25 245 360 620 5 10 615 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 70 5 25 25 245 360 620 5 10 615 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 70 5 25 25 245 360 620 5 10 615 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 70 5 25 25 245 360 620 5 10 615 35

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.69 1.22 0.09 0.17 0.83 1.00 0.73 1.26 0.01 0.03 1.86 0.11
 Final Sat.: 1043 1826 130 254 1246 1500 1096 1888 15 45 2795 159

 Capacity Analysis Module:
 Vol/Sat: 0.04 0.04 0.04 0.10 0.02 0.16 0.33 0.33 0.33 0.22 0.22 0.22
 Crit Volume: 40 245 360 330
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Harry Bridges Blvd / Fries Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

 Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 180 25 130 10 5 30 15 775 20 20 830 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 180 25 130 10 5 30 15 775 20 20 830 30
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 180 25 130 10 5 30 15 775 20 20 830 30
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 180 25 130 10 5 30 15 775 20 20 830 30
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 180 25 130 10 5 30 15 775 20 20 830 30
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 180 25 130 10 5 30 15 775 20 20 830 30

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.16 0.84 1.00 0.14 0.86 0.04 1.91 0.05 0.04 1.89 0.07
 Final Sat.: 1500 242 1258 1500 214 1286 56 2870 74 68 2830 102

 Capacity Analysis Module:
 Vol/Sat: 0.12 0.10 0.10 0.01 0.02 0.02 0.27 0.27 0.27 0.29 0.29 0.29
 Crit Volume: 180 35 15 440
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	65	0	45	10	5	30	20	740	40	20	1070	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	45	10	5	30	20	740	40	20	1070	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	45	10	5	30	20	740	40	20	1070	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	0	45	10	5	30	20	740	40	20	1070	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	740	40	20	1070	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	0	45	10	5	30	20	740	40	20	1070	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.85	0.10	0.03	1.94	0.03
Final Sat.:	1500	273	1227	333	167	1000	75	2775	150	54	2905	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.27	0.27	0.27	0.37	0.37	0.37
Crit Volume:	65			45	20					553		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0		

Volume Module:

Base Vol:	0	0	0	40	0	145	160	755	0	0	975	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	145	160	755	0	0	975	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	145	160	755	0	0	975	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	145	160	755	0	0	975	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	755	0	0	975	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	145	160	755	0	0	975	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1950	450

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.31	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160				600			
Crit Moves:				****	****				****			

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 88 Level Of Service: D

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 5 565 0 520 50 475 0 5 1020 635
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 565 0 520 50 475 0 5 1020 635
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 565 0 520 50 475 0 5 1020 635
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 565 0 50 475 0 5 1020 635
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 565 0 50 475 0 5 1020 635
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 565 0 50 475 0 5 1020 635

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.16 0.00 0.00 0.34 0.42
 Crit Volume: 5 565 50 635
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: C

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 300 0 200 215 1455 0 0 1060 255
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 300 0 200 215 1455 0 0 1060 255
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 300 0 200 215 1455 0 0 1060 255
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 300 0 200 215 1455 0 0 1060 255
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 300 0 200 215 1455 0 0 1060 255
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 300 0 200 215 1455 0 0 1060 255

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.42 0.58
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3446 829

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.14 0.15 0.51 0.00 0.00 0.31 0.31
 Crit Volume: 0 300 728 0
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.917
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 115 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	520	105	15	350	130	205	1705	5	115	1195	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	520	105	15	350	130	205	1705	5	115	1195	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	520	105	15	350	130	205	1705	5	115	1195	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	520	105	15	350	130	205	1705	5	115	1195	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	520	105	15	350	130	205	1705	5	115	1195	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	520	105	15	350	130	205	1705	5	115	1195	140

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.07	0.01	0.11	0.08	0.13	0.53	0.00	0.07	0.37	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 40 70 320 220 105 25 25 1930 30 90 1320 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 70 320 220 105 25 25 1930 30 90 1320 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 70 320 220 105 25 25 1930 30 90 1320 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 70 320 220 105 25 25 1930 30 90 1320 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 320 220 105 25 25 1930 30 90 1320 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 70 320 220 105 25 25 1930 30 90 1320 195

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.61 0.39
Final Sat.: 582 1018 1600 1083 517 1600 1600 4727 73 1600 4182 618

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.41 0.41 0.06 0.32 0.32
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 30 35 195 15 115 160 930 0 5 760 525
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 30 35 195 15 115 160 930 0 5 760 525
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 30 35 195 15 115 160 930 0 5 760 525
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 30 35 195 15 115 160 930 0 5 760 525
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 35 195 15 115 160 930 0 5 760 525
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 35 195 15 115 160 930 0 5 760 525
OvlAdjVol: 410

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.86 1.00 1.86 0.14 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1371 1600 2971 229 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.07 0.10 0.29 0.00 0.00 0.24 0.33
OvlAdjV/S: 0.26
Crit Moves: **** **

2016 Plus Project AM Peak Hour

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Scenario: Scenario Report
 2016 Project AM Peak

Command: 2016 Project AM Peak
 Volume: 2016 Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.515	A xxxxx	0.515	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.500	A xxxxx	0.500	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	135	0	0	170	605	0	0	0	5	300	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	135	0	0	170	605	0	0	0	5	300	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	135	0	0	170	605	0	0	0	5	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	135	0	0	170	605	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	0	0	170	605	0	0	0	5	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	135	0	0	170	605	0	0	0	5	300	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.217
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 10 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 10 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 12 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Table with 4 columns: Navy Way, Seaside Ave. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module:

Table with 12 columns representing traffic flow metrics. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns representing saturation flow metrics. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns representing capacity analysis metrics. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	2	0	0	1

Volume Module:
Base Vol: 0 215 35 0 255 0 0 0 0 405 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 215 35 0 255 0 0 0 0 405 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 215 35 0 255 0 0 0 0 405 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 215 35 0 255 0 0 0 0 405 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 215 35 0 255 0 0 0 0 405 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 215 35 0 255 0 0 0 0 405 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 215 0 0 203
Crit Moves: **** **

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Include		Include		Ignore		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	2	0	1	0	1	0	1	0

Volume Module:
Base Vol: 170 0 285 20 0 5 5 120 20 140 110 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 0 285 20 0 5 5 120 20 140 110 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 0 285 20 0 5 5 120 20 140 110 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 0 285 20 0 5 5 120 0 140 110 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 0 285 20 0 5 5 120 0 140 110 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 0 285 20 0 5 5 120 0 140 110 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.08 1.92 1.00 1.00 0.82 0.18
Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1309 291

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.09 0.08 0.09
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 100 100 85 75 55 90 35 735 25 35 1380 260
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 100 85 75 55 90 35 735 25 35 1380 260
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 100 100 85 75 55 90 35 735 25 35 1380 260
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 100 85 75 55 90 35 735 25 35 1380 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 100 85 75 55 90 35 735 25 35 1380 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 100 100 85 75 55 90 35 735 25 35 1380 260

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 865 735 545 400 655 1600 4642 158 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 45 305 40 190 210 110 35 730 215 45 1130 325
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 305 40 190 210 110 35 730 215 45 1130 325
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 305 40 190 210 110 35 730 215 45 1130 325
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 305 40 190 210 110 35 730 215 45 1130 325
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 305 40 190 210 110 35 730 215 45 1130 325
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 305 40 190 210 110 35 730 215 45 1130 325

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.32 0.68 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3708 1092 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
Base Vol: 165 45 10 165 40 45 75 825 110 20 1035 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 45 10 165 40 45 75 825 110 20 1035 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 45 10 165 40 45 75 825 110 20 1035 210
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 45 0 165 40 0 75 825 110 20 1035 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 45 0 165 40 0 75 825 110 20 1035 210
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 45 0 165 40 0 75 825 110 20 1035 210

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.01 0.00 0.10 0.01 0.00 0.05 0.19 0.19 0.01 0.32 0.13
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 15 0 70 50 1015 0 0 1270 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 15 0 70 50 1015 0 0 1270 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 15 0 70 50 1015 0 0 1270 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 70 50 1015 0 0 1270 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 70 50 1015 0 0 1270 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 15 0 70 50 1015 0 0 1270 20

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.24 0.00 0.00 0.30 0.01
Crit Volume: 0 15 50 423
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	1	0

Volume Module:

Base Vol:	105	145	35	140	190	40	5	935	260	55	1225	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	145	35	140	190	40	5	935	260	55	1225	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	145	35	140	190	40	5	935	260	55	1225	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	145	35	140	190	40	5	935	0	55	1225	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	145	35	140	190	40	5	935	0	55	1225	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	145	35	140	190	40	5	935	0	55	1225	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.26	1.74	1.00	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1796	2480	1425	1425	3532	743	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.02	0.10	0.05	0.05	0.00	0.33	0.00	0.04	0.43	0.08
Crit Volume:	83	140		140		5		613				485
Crit Moves:	****	****		****		****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	25	110	435	10	205	120	145	765	35	420	935	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	110	435	10	205	120	145	765	35	420	935	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	110	435	10	205	120	145	765	35	420	935	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	110	435	10	205	120	145	765	35	420	935	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	110	435	10	205	120	145	765	35	420	935	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	110	435	10	205	120	145	765	35	420	935	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2747	103

Capacity Analysis Module:

Vol/Sat:	0.02	0.08	0.15	0.01	0.07	0.08	0.10	0.27	0.02	0.15	0.34	0.34
Crit Volume:	25	120	145		120	145		485				485
Crit Moves:	****	****	****		****	****		****				****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase									
Rights:	Ignore		Include		Include		Ignore									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	2	0	1	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 135 200 100 180 280 35 85 10 145 50 5 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 200 100 180 280 35 85 10 145 50 5 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 200 100 180 280 35 85 10 145 50 5 40
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 135 200 0 180 280 35 85 10 145 50 5 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 200 0 180 280 35 85 10 145 50 5 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 135 200 0 180 280 35 85 10 145 50 5 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.78 0.22 1.00 0.06 0.94 0.91 0.09 1.00
Final Sat.: 1375 2750 1375 2750 2444 306 1375 89 1286 1250 125 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.07 0.00 0.07 0.11 0.11 0.06 0.11 0.11 0.04 0.04 0.00
Crit Volume: 135 158 155 55
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	1	0	0	1	0	1	0	0	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 0 5 35 85 5 140 120 215 10 165 275 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 85 5 140 120 215 10 165 275 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 85 5 140 120 215 10 165 275 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 85 5 140 120 215 10 165 275 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 85 5 140 120 215 10 165 275 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 85 5 140 120 215 10 165 275 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.03 0.97 0.69 1.25 0.06 0.65 1.09 0.26
Final Sat.: 1500 188 1313 1500 52 1448 1043 1870 87 980 1634 386

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.06 0.10 0.10 0.12 0.11 0.12 0.17 0.17 0.17
Crit Volume: 0 145 120 253
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	25	10	25	175	230	385	225	140	30	380	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	25	10	25	175	230	385	225	140	30	380	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	25	10	25	175	230	385	225	140	30	380	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	25	10	25	175	230	385	225	140	30	380	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	25	10	25	175	230	385	225	140	30	380	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	25	10	25	175	230	385	225	140	30	380	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.83	0.33	0.12	0.88	1.00	1.00	0.63	0.37	0.14	1.75	0.11
Final Sat.:	1250	1250	500	174	1326	1500	1500	940	560	207	2621	172

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.13	0.15	0.26	0.24	0.25	0.15	0.14	0.15
Crit Volume:	25			230	385					218		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	125	10	25	15	20	15	20	655	115	35	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	25	15	20	15	20	655	115	35	570	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	25	15	20	15	20	655	115	35	570	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	25	15	20	15	20	655	115	35	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	25	15	20	15	20	655	115	35	570	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	25	15	20	15	20	655	115	35	570	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	0.57	0.43	0.05	1.66	0.29	0.11	1.86	0.03
Final Sat.:	1500	429	1071	1500	857	643	76	2487	437	171	2780	49

Capacity Analysis Module:

Vol/Sat:	0.08	0.02	0.02	0.01	0.02	0.02	0.26	0.26	0.26	0.20	0.21	0.20
Crit Volume:	125					35			395	35		
Crit Moves:	****			****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 25 20 5 20 5 815 5 20 610 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 25 20 5 20 5 815 5 20 610 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 25 20 5 20 5 815 5 20 610 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 25 20 5 20 5 815 5 20 610 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 815 5 20 610 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 25 20 5 20 5 815 5 20 610 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 94 2859 47

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.27 0.28 0.27 0.21 0.21 0.21
Crit Volume: 25 20 413 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 210 0 165 70 635 0 0 555 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 210 0 165 70 635 0 0 555 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 210 0 165 70 635 0 0 555 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 210 0 165 70 635 0 0 555 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 210 0 165 70 635 0 0 555 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 210 0 165 70 635 0 0 555 120

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 1.00 0.12 0.88 1.00 2.00 0.00 1.00 1.64 0.36
Final Sat.: 0 1200 0 1200 144 1056 1200 2400 0 1200 1973 427

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.16 0.06 0.26 0.00 0.00 0.28 0.28
Crit Volume: 0 210 70 338
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #20 Harry Bridges Blvd / Figueroa St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B
Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 505 0 250 40 295 0 0 320 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 505 0 250 40 295 0 0 320 430
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 505 0 250 40 295 0 0 320 430
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 505 0 0 40 295 0 0 320 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 505 0 0 40 295 0 0 320 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 505 0 0 40 295 0 0 320 430
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.00 0.03 0.10 0.00 0.00 0.11 0.29
Crit Volume: 0 505 40 430
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #21 PCH / Alameda St Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A
Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 110 0 230 210 730 0 0 905 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 110 0 230 210 730 0 0 905 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 110 0 230 210 730 0 0 905 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 110 0 230 210 730 0 0 905 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 110 0 230 210 730 0 0 905 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 110 0 230 210 730 0 0 905 135
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.61 0.39
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3720 555
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.16 0.15 0.26 0.00 0.00 0.24 0.24
Crit Volume: 0 230 210 347
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	110	200	90	10	250	60	55	985	25	90	1310	110	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	200	90	10	250	60	55	985	25	90	1310	110	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	110	200	90	10	250	60	55	985	25	90	1310	110	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	110	200	90	10	250	60	55	985	25	90	1310	110	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	110	200	90	10	250	60	55	985	25	90	1310	110	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	110	200	90	10	250	60	55	985	25	90	1310	110	

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.06	0.01	0.08	0.04	0.03	0.31	0.02	0.06	0.41	0.07
Crit Moves:	****				****		****			****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 25 90 195 75 45 10 1040 20 80 1620 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 25 90 195 75 45 10 1040 20 80 1620 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1040 20 80 1620 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1040 20 80 1620 85

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.85 0.15
Final Sat.: 1029 571 1600 1156 444 1600 1600 4709 91 1600 4561 239

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.36 0.36
Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 10 155 65 145 130 560 5 20 625 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 10 155 65 145 130 560 5 20 625 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 10 155 65 145 130 560 5 20 625 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 10 155 65 145 130 560 5 20 625 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 155 65 145 130 560 5 20 625 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 10 155 65 145 130 560 5 20 625 200
OvlAdjVol: 55

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 1.25 0.50 1.41 0.59 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2255 945 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.09 0.08 0.17 0.00 0.01 0.20 0.13
OvlAdjV/S: 0.03
Crit Moves: ****

2016 Plus Project MD Peak Hour

Scenario Report

Scenario: 2016 Project MD Peak

Command: 2016 Project MD Peak
 Volume: 2016 Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.369	A	xxxxx 0.369	+ 0.000 V/C
# 2	A	xxxxx 0.278	A	xxxxx 0.278	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 4	A	xxxxx 0.311	A	xxxxx 0.311	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.388	A	xxxxx 0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.675	B	xxxxx 0.675	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.666	B	xxxxx 0.666	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.491	A	xxxxx 0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.265	A	xxxxx 0.265	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.302	A	xxxxx 0.302	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.232	A	xxxxx 0.232	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.402	A	xxxxx 0.402	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.457	A	xxxxx 0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.487	A	xxxxx 0.487	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.635	B	xxxxx 0.635	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2

Volume Module:

Base Vol:	0	220	0	0	135	400	0	0	0	10	255	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	0	0	135	400	0	0	0	10	255	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	0	0	135	400	0	0	0	10	255	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	220	0	0	135	400	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	220	0	0	135	400	0	0	0	10	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	220	0	0	135	400	0	0	0	10	255	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Moves.

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 0 225 0 0 45 425 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 225 0 0 45 425 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 225 0 0 45 425 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 225 0 0 45 425 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 225 0 0 45 425 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 0 225 0 0 45 425 0 0 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.03 0.13 0.00 0.00 0.00 0.00
 Crit Moves: **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

 Street Name: Navy Way Seaside Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ignore Include Ovl Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1

 Volume Module:
 Base Vol: 285 0 285 0 0 0 0 0 1160 5 0 1255 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 285 0 285 0 0 0 0 0 1160 5 0 1255 45
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 285 0 285 0 0 0 0 0 1160 5 0 1255 45
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 285 0 0 0 0 0 0 0 0 1160 5 0 1255 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 285 0 0 0 0 0 0 0 0 1160 5 0 1255 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 285 0 0 0 0 0 0 0 0 1160 5 0 1255 0

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.00 0.00 0.29 0.00
 Crit Volume: 143 0 0 0
 Crit Moves: **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	350	265	5	380	0	0	0	0	395	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	265	5	380	0	0	0	0	395	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	265	5	380	0	0	0	0	395	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	265	5	380	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	265	5	380	0	0	0	0	395	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	265	5	380	0	0	0	0	395	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.19	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350			5			0			197		
Crit Moves:	****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St							
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Include		Include		Ignore		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	105	0	155	25	0	5	5	160	5	225	140	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	155	25	0	5	5	160	5	225	140	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	155	25	0	5	5	160	5	225	140	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	0	155	25	0	5	5	160	0	225	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	155	25	0	5	5	160	0	225	140	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	0	155	25	0	5	5	160	0	225	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.99	0.61	0.40
Final Sat.:	2880	1600	1600	1600	1600	1600	97	3103	1600	1582	985	633

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.10	0.02	0.00	0.00	0.05	0.05	0.00	0.14	0.14	0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: B

Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	90	75	130	180	80	130	35	1045	45	35	1120	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	75	130	180	80	130	35	1045	45	35	1120	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	75	130	180	80	130	35	1045	45	35	1120	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	75	130	180	80	130	35	1045	45	35	1120	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	75	130	180	80	130	35	1045	45	35	1120	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	75	130	180	80	130	35	1045	45	35	1120	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.37	0.63	0.46	0.21	0.33	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	585	1015	738	328	533	1600	4602	198	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.11	0.24	0.24	0.02	0.23	0.23	0.02	0.23	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: B

Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	25	200	40	160	155	140	95	915	20	40	1025	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	200	40	160	155	140	95	915	20	40	1025	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	200	40	160	155	140	95	915	20	40	1025	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	200	40	160	155	140	95	915	20	40	1025	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	200	40	160	155	140	95	915	20	40	1025	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	200	40	160	155	140	95	915	20	40	1025	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4697	103	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.03	0.10	0.05	0.09	0.06	0.19	0.19	0.03	0.21	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	E I St - W 9th St				Anaheim St			
	North Bound		South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:								
Control:	Permitted	Permitted	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Ignore	Ignore	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	140	60	0	150	30	60	100	780	95	15	925	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	60	0	150	30	60	100	780	95	15	925	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	60	0	150	30	60	100	780	95	15	925	235
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	60	0	150	30	0	100	780	95	15	925	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	60	0	150	30	0	100	780	95	15	925	235
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	60	0	150	30	0	100	780	95	15	925	235

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4279	521	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.02	0.00	0.09	0.01	0.00	0.06	0.18	0.18	0.01	0.29	0.15
Crit Moves:	****	****		****	****		****	****	****	****	****	****

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St			
	North Bound		South Bound		East Bound		West Bound	
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:								
Control:	Protected	Protected	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Include	Ovl	Include	Ovl	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	1 0 3 0 0	0 0 3 0 1	0 0 3 0 1	0 0 3 0 1	0 0 3 0 1

Volume Module:

Base Vol:	0	0	0	20	0	130	75	1100	0	0	1010	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	130	75	1100	0	0	1010	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	130	75	1100	0	0	1010	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	130	75	1100	0	0	1010	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	75	1100	0	0	1010	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	75	1100	0	0	1010	30

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.05	0.26	0.00	0.00	0.24	0.02
Crit Volume:	0			130	0						337	
Crit Moves:				****	****		****	****		****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Permitted		Permitted								
Rights:	Include		Include		Ignore		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	205	190	105	200	260	75	90	920	200	105	1055	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	190	105	200	260	75	90	920	200	105	1055	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	190	105	200	260	75	90	920	200	105	1055	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	190	105	200	260	75	90	920	0	105	1055	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	190	105	200	260	75	90	920	0	105	1055	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	205	190	105	200	260	75	90	920	0	105	1055	190

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2219	2056	1425	1425	3318	957	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.14	0.08	0.08	0.06	0.32	0.00	0.07	0.37	0.13
Crit Volume:	132	200	90	528								
Crit Moves:	****	****	****	****								

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	60	370	5	65	115	85	780	20	255	965	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	370	5	65	115	85	780	20	255	965	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	370	5	65	115	85	780	20	255	965	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	370	5	65	115	85	780	20	255	965	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	370	5	65	115	85	780	20	255	965	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	60	370	5	65	115	85	780	20	255	965	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2806	44

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.13	0.00	0.02	0.08	0.06	0.27	0.01	0.09	0.34	0.34
Crit Volume:	10	115	85	490								
Crit Moves:	****	****	****	****								

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.269
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	230	45	135	385	45	60	0	60	40	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	230	45	135	385	45	60	0	60	40	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	230	45	135	385	45	60	0	60	40	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.265
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	370	0	30	280	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	370	0	30	280	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	370	0	30	280	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	370	0	30	280	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	370	0	30	280	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	370	0	30	280	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.30	1.70	0.00	0.17	1.65	0.18
Final Sat.:	1500	107	1393	1500	375	1125	448	2552	0	265	2471	265

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.14	0.00	0.11	0.11	0.11
Crit Volume:		140	10			217		30				
Crit Moves:	****	****		****		****	****	****		****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	25	35	10	10	100	120	170	370	30	15	320	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	10	10	100	120	170	370	30	15	320	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	10	10	100	120	170	370	30	15	320	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	10	10	100	120	170	370	30	15	320	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	10	10	100	120	170	370	30	15	320	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	10	10	100	120	170	370	30	15	320	30

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	1.00	0.29	0.09	0.91	1.00	0.60	1.30	0.10	0.08	1.76	0.16
Final Sat.:	1071	1500	429	130	1370	1500	895	1947	158	123	2630	247

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.07	0.08	0.19	0.19	0.19	0.12	0.12	0.12
Crit Volume:	25			120	170							183
Crit Moves:	****			****	****							****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	155	20	60	5	10	25	20	380	45	15	460	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	20	60	5	10	25	20	380	45	15	460	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	20	60	5	10	25	20	380	45	15	460	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	20	60	5	10	25	20	380	45	15	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	20	60	5	10	25	20	380	45	15	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	20	60	5	10	25	20	380	45	15	460	10

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.29	0.71	0.09	1.71	0.20	0.06	1.90	0.04
Final Sat.:	1500	375	1125	1500	429	1071	135	2562	303	93	2845	62

Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.05	0.00	0.02	0.02	0.15	0.15	0.15	0.16	0.16	0.16
Crit Volume:	155				35	20						243
Crit Moves:	****				****	****						****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 0 5 15 15 5 15 20 520 10 15 565 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 5 15 15 5 15 20 520 10 15 565 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 5 15 15 5 15 20 520 10 15 565 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 15 15 5 15 20 520 10 15 565 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 5 15 15 5 15 20 520 10 15 565 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 5 15 15 5 15 20 520 10 15 565 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.89 0.04 0.05 1.90 0.05
 Final Sat.: 0 1500 1500 643 214 643 109 2836 55 76 2849 76

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.18 0.18 0.18 0.20 0.20 0.20
 Crit Volume: 15 15 20 298
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 0 0 15 0 105 75 635 0 0 580 25
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 105 75 635 0 0 580 25
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 105 75 635 0 0 580 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 105 75 635 0 0 580 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 105 75 635 0 0 580 25
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 105 75 635 0 0 580 25

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08
 Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2301 99

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.26 0.00 0.00 0.25 0.25
 Crit Volume: 0 105 75 303
 Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Figueroa St	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted Permitted	Permitted Permitted
Rights:	Include Ignore	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 1 0 1 0 1	1 0 1 1 0 1

Volume Module:												
Base Vol:	0	0	0	325	0	305	45	250	0	0	340	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	325	0	305	45	250	0	0	340	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	325	0	305	45	250	0	0	340	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	325	0	0	45	250	0	0	340	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	0	45	250	0	0	340	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	325	0	0	45	250	0	0	340	315

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.03	0.08	0.00	0.00	0.11	0.21
Crit Volume:	0			325			45				315	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Alameda St Ramp	PCH
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 0 0 0 1	1 0 2 0 0 1

Volume Module:												
Base Vol:	0	0	0	70	0	95	195	1195	0	0	1080	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	95	195	1195	0	0	1080	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	95	195	1195	0	0	1080	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	95	195	1195	0	0	1080	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	95	195	1195	0	0	1080	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	95	195	1195	0	0	1080	130

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.68	0.32
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3816	459

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.14	0.42	0.00	0.00	0.28	0.28
Crit Volume:	0			95		195					403	
Crit Moves:				****		****					****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Santa Fe Ave, and Pacific Coast Hwy. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	40	235	200	60	55	15	1245	20	90	1280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	235	200	60	55	15	1245	20	90	1280	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	235	200	60	55	15	1245	20	90	1280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	235	200	60	55	15	1245	20	90	1280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	235	200	60	55	15	1245	20	90	1280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	235	200	60	55	15	1245	20	90	1280	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.77	0.23	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	747	853	1600	1231	369	1600	1600	4724	76	1600	4237	563

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.15	0.13	0.16	0.03	0.01	0.26	0.26	0.06	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	20	30	55	150	230	595	15	35	495	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	30	55	150	230	595	15	35	495	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	30	55	150	230	595	15	35	495	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	30	55	150	230	595	15	35	495	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	30	55	150	230	595	15	35	495	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	30	55	150	230	595	15	35	495	245
OvlAdjVol:												95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.03	0.09	0.14	0.19	0.01	0.02	0.15	0.15
OvlAdjV/S:												0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2016 Plus Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2016 PM Peak - Proposed Project

Scenario: Scenario Report
 2016 Project PM Peak

Command: 2016 Project PM Peak
 Volume: 2016 Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2016 PM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 2	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.824	D xxxxx	0.824	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.682	B xxxxx	0.682	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.752	C xxxxx	0.752	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.830	D xxxxx	0.830	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.885	D xxxxx	0.885	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.850	D xxxxx	0.850	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.537	A xxxxx	0.537	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	570	0	0	205	685	0	0	0	20	245	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	0	0	205	685	0	0	0	20	245	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	0	0	205	685	0	0	0	20	245	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	570	0	0	205	685	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	0	0	205	685	0	0	0	20	245	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	570	0	0	205	685	0	0	0	20	245	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.370
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    27          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 1      1 1 0 0 0      2 0 1 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      225 0 0      575 375 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      225 0 0      575 375 0      0 0 0 0
Added Vol:     0 0 0      0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0      225 0 0      575 375 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      225 0 0      575 375 0      0 0 0 0
Reduct Vol:    0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0      225 0 0      575 375 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0      225 0 0      575 375 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 3200 1600 3200 0 0      2880 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.07 0.00 0.00 0.20 0.12 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.375
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 430 0      0 0 250 170      0 0 0 0      0 450 275
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 430 0      0 0 250 170      0 0 0 0      0 450 275
Added Vol:     0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 430 0      0 0 250 170      0 0 0 0      0 450 275
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 430 0      0 0 250 170      0 0 0 0      0 450 275
Reduct Vol:    0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 430 0      0 0 250 170      0 0 0 0      0 450 275
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 430 0      0 0 250 170      0 0 0 0      0 450 275
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:         0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.:    0 3200 0      0 3200 1600      0 0 0 0      0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.13 0.00 0.00 0.08 0.11 0.00 0.00 0.00 0.00 0.14 0.10
Crit Moves:    ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.456
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    31      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 250 0 0      430 700 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 250 0 0      430 700 0 0 0 0
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   0 0 0 250 0 0      430 700 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 250 0 0      430 700 0 0 0 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  0 0 0 250 0 0      430 700 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 250 0 0      430 700 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 0.00 0.00 0.00 0.00
Crit Moves:   ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.824
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    106      Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      675 0 920 0 0 0      0 2510 340 0 2300 90
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   675 0 920 0 0 0      0 2510 340 0 2300 90
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   675 0 920 0 0 0      0 2510 340 0 2300 90
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   675 0 0 0 0 0      0 2510 340 0 2300 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  675 0 0 0 0 0      0 2510 340 0 2300 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  675 0 0 0 0 0      0 2510 340 0 2300 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.54 0.00
Crit Volume:  338      0      837      0
Crit Moves:   ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 515 310 0 295 0 0 0 0 0 245 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.22 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 515 0 0 123
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 125 0 190 65 0 10 35 190 215 410 260 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 0 190 65 0 10 35 190 215 410 260 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 0 190 65 0 10 35 190 215 410 260 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 0 190 65 0 10 35 190 0 410 260 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 0 190 65 0 10 35 190 0 410 260 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 0 190 65 0 10 35 190 0 410 260 200

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.31 1.69 1.00 0.94 0.60 0.46
Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1508 956 736

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.12 0.04 0.00 0.01 0.07 0.07 0.00 0.27 0.27 0.27
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: C

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:
 Base Vol: 85 80 135 185 45 180 35 1535 35 40 1330 185
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 85 80 135 185 45 180 35 1535 35 40 1330 185
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 85 80 135 185 45 180 35 1535 35 40 1330 185
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 85 80 135 185 45 180 35 1535 35 40 1330 185
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 85 80 135 185 45 180 35 1535 35 40 1330 185
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 85 80 135 185 45 180 35 1535 35 40 1330 185

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
 Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 90 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include			Protected Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	1

Volume Module:
 Base Vol: 25 280 115 400 275 130 70 1350 10 50 1200 355
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 280 115 400 275 130 70 1350 10 50 1200 355
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 280 115 400 275 130 70 1350 10 50 1200 355
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 280 115 400 275 130 70 1350 10 50 1200 355
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 280 115 400 275 130 70 1350 10 50 1200 355
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 280 115 400 275 130 70 1350 10 50 1200 355

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
 Crit Moves: ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 325 195 30 170 155 60 90 1255 395 20 1160 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 325 195 30 170 155 60 90 1255 395 20 1160 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 325 195 30 170 155 60 90 1255 395 20 1160 195
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 325 195 0 170 155 0 90 1255 395 20 1160 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 325 195 0 170 155 0 90 1255 395 20 1160 195
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 325 195 0 170 155 0 90 1255 395 20 1160 195

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.20 0.06 0.00 0.11 0.05 0.00 0.06 0.34 0.34 0.01 0.36 0.12
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Ovl		Include		Ovl		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	3	0	1

Volume Module:
Base Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 70 0 390 140 1605 0 0 1585 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 70 0 390 140 1605 0 0 1585 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 70 0 390 140 1605 0 0 1585 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 70 0 390 140 1605 0 0 1585 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.38 0.00 0.00 0.37 0.04
Crit Volume: 0 390 0 528
Crit Moves: ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 Level Of Service: D

Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted		
Rights:	Include	Include	Ignore	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	255	360	190	225	185	50	90	1410	215	90	1505	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	360	190	225	185	50	90	1410	215	90	1505	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	360	190	225	185	50	90	1410	215	90	1505	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	255	360	190	225	185	50	90	1410	0	90	1505	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	255	360	190	225	185	50	90	1410	0	90	1505	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	255	360	190	225	185	50	90	1410	0	90	1505	160

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.24	1.76	1.00	1.00	2.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1773	2502	1425	1425	3365	910	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.14	0.14	0.13	0.16	0.05	0.05	0.06	0.49	0.00	0.06	0.53	0.11
Crit Volume:	205			225			90			753		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	20	195	665	20	245	110	110	985	15	365	1360	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	195	665	20	245	110	110	985	15	365	1360	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	195	665	20	245	110	110	985	15	365	1360	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	195	665	20	245	110	110	985	15	365	1360	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	195	665	20	245	110	110	985	15	365	1360	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	195	665	20	245	110	110	985	15	365	1360	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2778	72

Capacity Analysis Module:

Vol/Sat:	0.01	0.14	0.23	0.01	0.09	0.08	0.08	0.35	0.01	0.13	0.49	0.49
Crit Volume:	195			20			110			698		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	85	280	80	100	315	35	65	0	15	130	0	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	280	80	100	315	35	65	0	15	130	0	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	280	80	100	315	35	65	0	15	130	0	310
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	280	0	100	315	35	65	0	15	130	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	280	0	100	315	35	65	0	15	130	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	280	0	100	315	35	65	0	15	130	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2475	275	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.10	0.00	0.04	0.13	0.13	0.05	0.00	0.01	0.09	0.00	0.00
Crit Volume:	85			175			65			130		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	10	5	175	75	5	185	130	480	0	30	445	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	175	75	5	185	130	480	0	30	445	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	175	75	5	185	130	480	0	30	445	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	175	75	5	185	130	480	0	30	445	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	175	75	5	185	130	480	0	30	445	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	175	75	5	185	130	480	0	30	445	75

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.03	0.97	1.00	0.03	0.97	0.43	1.57	0.00	0.11	1.62	0.27
Final Sat.:	1500	42	1458	1500	39	1461	639	2361	0	164	2427	409

Capacity Analysis Module:

Vol/Sat:	0.01	0.12	0.12	0.05	0.13	0.13	0.20	0.20	0.00	0.18	0.18	0.18
Crit Volume:	180	75		130			275			275		
Crit Moves:	****	****		****	****		****	****		****	****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	575	5	10	600	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	25	245	360	575	5	10	600	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	25	245	360	575	5	10	600	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	25	245	360	575	5	10	600	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	575	5	10	600	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	575	5	10	600	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.17	0.83	1.00	0.77	1.22	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1149	1835	16	47	2791	163

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.31	0.31	0.31	0.21	0.22	0.21
Crit Volume:	40			245	360		323					
Crit Moves:	****			****	****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	175	25	125	10	5	30	15	735	20	15	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	25	125	10	5	30	15	735	20	15	820	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	25	125	10	5	30	15	735	20	15	820	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	25	125	10	5	30	15	735	20	15	820	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	125	10	5	30	15	735	20	15	820	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	125	10	5	30	15	735	20	15	820	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.17	0.83	1.00	0.14	0.86	0.04	1.91	0.05	0.03	1.90	0.07
Final Sat.:	1500	250	1250	1500	214	1286	58	2864	78	52	2844	104

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:	175			35	15		433					
Crit Moves:	****			****	****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	65	0	45	10	5	30	20	700	40	20	1060	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	45	10	5	30	20	700	40	20	1060	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	45	10	5	30	20	700	40	20	1060	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	0	45	10	5	30	20	700	40	20	1060	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	700	40	20	1060	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	0	45	10	5	30	20	700	40	20	1060	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.84	0.11	0.04	1.93	0.03
Final Sat.:	1500	273	1227	333	167	1000	79	2763	158	55	2904	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.25	0.25	0.25	0.37	0.36	0.37
Crit Volume:	65			45	20							548
Crit Moves:	****			****	****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0		

Volume Module:

Base Vol:	0	0	0	40	0	145	160	715	0	0	970	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	145	160	715	0	0	970	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	145	160	715	0	0	970	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	145	160	715	0	0	970	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	715	0	0	970	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	145	160	715	0	0	970	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1948	452

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.30	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160							598
Crit Moves:				****	****							****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: D

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 565 0 520 50 440 0 0 1020 630
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 565 0 520 50 440 0 0 1020 630
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 565 0 520 50 440 0 0 1020 630
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 565 0 0 50 440 0 0 1020 630
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 565 0 0 50 440 0 0 1020 630
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 565 0 0 50 440 0 0 1020 630

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.15 0.00 0.00 0.34 0.42
 Crit Volume: 0 565 50 630
 Crit Moves: **** **

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: B

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 225 0 200 215 1460 0 0 1055 220
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 225 0 200 215 1460 0 0 1055 220
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 225 0 200 215 1460 0 0 1055 220
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 225 0 200 215 1460 0 0 1055 220
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 225 0 200 215 1460 0 0 1055 220
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 225 0 200 215 1460 0 0 1055 220

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.48 0.52
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3537 738

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.14 0.15 0.51 0.00 0.00 0.30 0.30
 Crit Volume: 0 225 730 0
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	520	105	15	350	130	205	1605	5	115	1150	140	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	105	15	350	130	205	1605	5	115	1150	140	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	520	105	15	350	130	205	1605	5	115	1150	140	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	520	105	15	350	130	205	1605	5	115	1150	140	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	520	105	15	350	130	205	1605	5	115	1150	140	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	520	105	15	350	130	205	1605	5	115	1150	140	

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.07	0.01	0.11	0.08	0.13	0.50	0.00	0.07	0.36	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.850
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 105 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 40 70 320 220 105 25 25 1840 30 90 1275 195
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 70 320 220 105 25 25 1840 30 90 1275 195
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 70 320 220 105 25 25 1840 30 90 1275 195
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 70 320 220 105 25 25 1840 30 90 1275 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 70 320 220 105 25 25 1840 30 90 1275 195
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 70 320 220 105 25 25 1840 30 90 1275 195

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.60 0.40
 Final Sat.: 582 1018 1600 1083 517 1600 1600 4723 77 1600 4163 637

Capacity Analysis Module:
 Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.39 0.39 0.06 0.31 0.31
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 30 35 110 15 115 160 905 0 5 715 390
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 30 35 110 15 115 160 905 0 5 715 390
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 30 35 110 15 115 160 905 0 5 715 390
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 30 35 110 15 115 160 905 0 5 715 390
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 30 35 110 15 115 160 905 0 5 715 390
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 30 35 110 15 115 160 905 0 5 715 390
 OvlAdjVol: 275

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.14 0.86 1.00 1.76 0.24 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 229 1371 1600 2816 384 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.07 0.10 0.28 0.00 0.00 0.22 0.24
 OvlAdjV/S: 0.17
 Crit Moves: **** **

2016 Plus Alternative 1: No Project AM Peak Hour

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 Year 2016 AM Peak - No Project W ICTF

Scenario: Scenario Report
 2016 No Project AM Peak

Command: 2016 No Project W ICTF AM Peak
 Volume: 2016 No Project W ICTF AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2016 AM Peak - No Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 4	A xxxxx	0.207	A xxxxx	0.207	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.714	C xxxxx	0.714	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.510	A xxxxx	0.510	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.634	B xxxxx	0.634	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.654	B xxxxx	0.654	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.337	A xxxxx	0.337	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.596	A xxxxx	0.596	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.418	A xxxxx	0.418	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.566	A xxxxx	0.566	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.757	C xxxxx	0.757	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.643	B xxxxx	0.643	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	2	0	2

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	0	130	0	0	170	600	0	0	0	5	300	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	0	0	170	600	0	0	0	5	300	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	130	0	0	170	600	0	0	0	5	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	0	0	170	600	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	0	0	170	600	0	0	0	5	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	0	0	170	600	0	0	0	5	300	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.217
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    23          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 175 0 0 130 200 0 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 175 0 0 130 200 0 0 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 0 0 175 0 0 130 200 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 175 0 0 130 200 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 175 0 0 130 200 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 175 0 0 130 200 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.05 0.00 0.00 0.05 0.06 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.305
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Street Name:     Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 55 0 0 0 115 115 0 0 0 0 425 235
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 55 0 0 0 115 115 0 0 0 0 425 235
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 55 0 0 0 115 115 0 0 0 0 425 235
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 55 0 0 0 115 115 0 0 0 0 425 235
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 55 0 0 0 115 115 0 0 0 0 425 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 55 0 0 0 115 115 0 0 0 0 425 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.02 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.207
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 115 0 0 55 215 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 115 0 0 55 215 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 115 0 0 55 215 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 115 0 0 55 215 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 115 0 0 55 215 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 115 0 0 55 215 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.714
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    65          Level Of Service:      C
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         345 0 430 0 0 0 0 2535 350 0 1965 20
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     345 0 430 0 0 0 0 2535 350 0 1965 20
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     345 0 430 0 0 0 0 2535 350 0 1965 20
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     345 0 0 0 0 0 0 2535 350 0 1965 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    345 0 0 0 0 0 0 2535 350 0 1965 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    345 0 0 0 0 0 0 2535 350 0 1965 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.46 0.00
Crit Volume:     173          845          0
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 215 35 0 260 0 0 0 0 0 405 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 215 35 0 260 0 0 0 0 0 405 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 215 0 0 203
Crit Moves: **** **

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 170 10 290 20 5 5 5 120 25 155 110 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 10 290 20 5 5 5 120 25 155 110 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 10 290 20 5 5 5 120 25 155 110 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 10 290 20 5 5 5 120 25 155 110 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 10 290 20 5 5 5 120 25 155 110 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 10 290 20 5 5 5 120 25 155 110 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.08 1.92 1.00 1.00 0.83 0.17
Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1324 276

Capacity Analysis Module:
Vol/Sat: 0.06 0.01 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.10 0.08 0.09
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 100 100 85 75 55 90 35 730 25 35 1400 260
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 100 100 85 75 55 90 35 730 25 35 1400 260
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 100 100 85 75 55 90 35 730 25 35 1400 260
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 100 100 85 75 55 90 35 730 25 35 1400 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 100 100 85 75 55 90 35 730 25 35 1400 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 100 100 85 75 55 90 35 730 25 35 1400 260

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 865 735 545 400 655 1600 4641 159 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 50 305 40 190 210 110 35 725 220 45 1145 325
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 305 40 190 210 110 35 725 220 45 1145 325
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 305 40 190 210 110 35 725 220 45 1145 325
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 305 40 190 210 110 35 725 220 45 1145 325
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 305 40 190 210 110 35 725 220 45 1145 325
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 305 40 190 210 110 35 725 220 45 1145 325

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.30 0.70 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3683 1117 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 165 50 10 165 55 15 45 825 110 20 1035 235
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 165 50 10 165 55 15 45 825 110 20 1035 235
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 165 50 10 165 55 15 45 825 110 20 1035 235
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 165 50 0 165 55 0 45 825 110 20 1035 235
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 165 50 0 165 55 0 45 825 110 20 1035 235
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 165 50 0 165 55 0 45 825 110 20 1035 235

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.10 0.02 0.00 0.10 0.02 0.00 0.03 0.19 0.19 0.01 0.32 0.15
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.337
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Ovl		Include		Ovl									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 15 0 70 50 985 0 0 1245 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 70 50 985 0 0 1245 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 70 50 985 0 0 1245 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 70 50 985 0 0 1245 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 70 50 985 0 0 1245 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 70 50 985 0 0 1245 20

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.23 0.00 0.00 0.29 0.01
 Crit Volume: 0 15 50 415
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Split Phase		Split Phase		Permitted		Permitted							
Rights:	Include		Include		Ignore		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	1	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	105	155	35	140	195	40	35	905	260	55	1195	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	155	35	140	195	40	35	905	260	55	1195	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	155	35	140	195	40	35	905	260	55	1195	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	155	35	140	195	40	35	905	0	55	1195	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	155	35	140	195	40	35	905	0	55	1195	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	155	35	140	195	40	35	905	0	55	1195	115

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.21	1.79	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1726	2549	1425	1425	3547	728	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.02	0.10	0.05	0.05	0.02	0.32	0.00	0.04	0.42	0.08
Crit Volume:	87	140		35	598							
Crit Moves:	****	****		****	****							

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	25	200	420	10	275	125	155	775	35	390	935	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	200	420	10	275	125	155	775	35	390	935	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	200	420	10	275	125	155	775	35	390	935	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	200	420	10	275	125	155	775	35	390	935	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	200	420	10	275	125	155	775	35	390	935	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	200	420	10	275	125	155	775	35	390	935	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2747	103

Capacity Analysis Module:

Vol/Sat:	0.02	0.14	0.15	0.01	0.10	0.09	0.11	0.27	0.02	0.14	0.34	0.34
Crit Volume:	200	10		155	485							
Crit Moves:	****	****		****	****							

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	135	200	100	185	285	35	85	10	145	50	5	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	200	100	185	285	35	85	10	145	50	5	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	200	100	185	285	35	85	10	145	50	5	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	200	0	185	285	35	85	10	145	50	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	200	0	185	285	35	85	10	145	50	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	200	0	185	285	35	85	10	145	50	5	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	0.06	0.94	0.91	0.09	1.00
Final Sat.:	1375	2750	1375	2750	2449	301	1375	89	1286	1250	125	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.00	0.07	0.12	0.12	0.06	0.11	0.11	0.04	0.04	0.00
Crit Volume:	135			160			155		55			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	5	35	85	5	140	120	290	10	165	315	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	35	85	5	140	120	290	10	165	315	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	35	85	5	140	120	290	10	165	315	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	35	85	5	140	120	290	10	165	315	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	35	85	5	140	120	290	10	165	315	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	35	85	5	140	120	290	10	165	315	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.12	0.88	1.00	0.03	0.97	0.57	1.38	0.05	0.60	1.16	0.24
Final Sat.:	1500	188	1313	1500	52	1448	857	2071	71	908	1734	358

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.03	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145	120		273					
Crit Moves:	****			****	****		****					

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 25 25 10 25 175 230 385 300 140 30 420 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 25 10 25 175 230 385 300 140 30 420 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 25 10 25 175 230 385 300 140 30 420 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 25 10 25 175 230 385 300 140 30 420 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 25 10 25 175 230 385 300 140 30 420 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 25 10 25 175 230 385 300 140 30 420 25

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.84 0.83 0.33 0.12 0.88 1.00 0.93 0.73 0.34 0.13 1.77 0.10
Final Sat.: 1250 1250 500 174 1326 1500 1400 1091 509 189 2653 158

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.14 0.13 0.15 0.28 0.28 0.27 0.16 0.16 0.16
Crit Volume: 25 230 385 237
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 1 0 1 0

Volume Module:

Base Vol: 125 10 30 15 20 15 20 720 115 40 605 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 10 30 15 20 15 20 720 115 40 605 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 10 30 15 20 15 20 720 115 40 605 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 10 30 15 20 15 20 720 115 40 605 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 10 30 15 20 15 20 720 115 40 605 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 10 30 15 20 15 20 720 115 40 605 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.25 0.75 1.00 0.57 0.43 0.05 1.68 0.27 0.12 1.85 0.03
Final Sat.: 1500 375 1125 1500 857 643 70 2526 404 183 2771 46

Capacity Analysis Module:

Vol/Sat: 0.08 0.03 0.03 0.01 0.02 0.02 0.28 0.28 0.29 0.22 0.22 0.22
Crit Volume: 125 35 428 40
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	880	5	20	645	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	880	5	20	645	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	880	5	20	645	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	880	5	20	645	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	880	5	20	645	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	880	5	20	645	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.06	1.91	0.03
Final Sat.:	0	1500	1500	667	167	667	17	2966	17	89	2867	44

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.30	0.30	0.30	0.22	0.22	0.23
Crit Volume:		25	20					445	20			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	210	0	165	70	700	0	0	590	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	165	70	700	0	0	590	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	165	70	700	0	0	590	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	165	70	700	0	0	590	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	165	70	700	0	0	590	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	165	70	700	0	0	590	120

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	1.00	0.12	0.88	1.00	2.00	0.00	1.00	1.66	0.34
Final Sat.:	0	1200	0	1200	144	1056	1200	2400	0	1200	1994	406

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.16	0.06	0.29	0.00	0.00	0.30	0.30
Crit Volume:		0		210			70				355	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B
Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 0 0 0 505 0 250 40 355 0 5 350 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 505 0 250 40 355 0 5 350 430
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 505 0 250 40 355 0 5 350 430
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 505 0 0 40 355 0 5 350 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 505 0 0 40 355 0 5 350 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 505 0 0 40 355 0 5 350 430
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.00 0.03 0.12 0.00 0.00 0.12 0.29
Crit Volume: 0 505 40 430
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp
Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A
Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 215 0 230 210 730 0 0 900 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 215 0 230 210 730 0 0 900 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 215 0 230 210 730 0 0 900 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 215 0 230 210 730 0 0 900 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 215 0 230 210 730 0 0 900 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 215 0 230 210 730 0 0 900 200
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.45 0.55
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3498 777
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.16 0.15 0.26 0.00 0.00 0.26 0.26
Crit Volume: 0 230 210 367
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	110	200	90	10	250	60	55	1010	25	90	1395	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	200	90	10	250	60	55	1010	25	90	1395	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	200	90	10	250	60	55	1010	25	90	1395	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	200	90	10	250	60	55	1010	25	90	1395	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	200	90	10	250	60	55	1010	25	90	1395	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	200	90	10	250	60	55	1010	25	90	1395	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.06	0.01	0.08	0.04	0.03	0.32	0.02	0.06	0.44	0.07
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1060 20 80 1705 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 25 90 195 75 45 10 1060 20 80 1705 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 25 90 195 75 45 10 1060 20 80 1705 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1060 20 80 1705 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1060 20 80 1705 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1060 20 80 1705 85

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.86 0.14
Final Sat.: 1029 571 1600 1156 444 1600 1600 4711 89 1600 4572 228

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.23 0.22 0.05 0.37 0.37
Crit Moves: **** **** **** ****

Port of Los Angeles

SCIG
Year 2016 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 10 245 65 145 130 595 5 20 635 255
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 10 245 65 145 130 595 5 20 635 255
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 10 245 65 145 130 595 5 20 635 255
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 10 245 65 145 130 595 5 20 635 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 245 65 145 130 595 5 20 635 255
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 10 245 65 145 130 595 5 20 635 255
OvlAdjVol: 100

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 1.25 0.50 1.58 0.42 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2529 671 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.10 0.10 0.09 0.08 0.19 0.00 0.01 0.20 0.16
OvlAdjV/S: 0.06
Crit Moves: **** **** **** ****

2016 Plus Alternative 1: No Project MD Peak Hour

 Scenario Report
 Scenario: 2016 No Project MD Peak
 Command: 2016 No Project W ICTF MD Peak
 Volume: 2016 No Project W ICTF MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.365	A	xxxxx 0.365	+ 0.000 V/C
# 2	A	xxxxx 0.277	A	xxxxx 0.277	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.300	A	xxxxx 0.300	+ 0.000 V/C
# 4	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.388	A	xxxxx 0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.516	A	xxxxx 0.516	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.672	B	xxxxx 0.672	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.611	B	xxxxx 0.611	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.543	A	xxxxx 0.543	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.316	A	xxxxx 0.316	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.649	B	xxxxx 0.649	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.519	A	xxxxx 0.519	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.271	A	xxxxx 0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.280	A	xxxxx 0.280	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.350	A	xxxxx 0.350	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.322	A	xxxxx 0.322	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.248	A	xxxxx 0.248	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.423	A	xxxxx 0.423	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.542	A	xxxxx 0.542	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.640	B	xxxxx 0.640	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.661	B	xxxxx 0.661	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.536	A	xxxxx 0.536	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	0 0 0 0 0	1 0 2 0 1	

Volume Module:

Base Vol:	0 205 0	0 130 390	0 0 0	10 255 60
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 205 0	0 130 390	0 0 0	10 255 60
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 205 0	0 130 390	0 0 0	10 255 60
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	0 205 0	0 130 390	0 0 0	10 255 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 205 0	0 130 390	0 0 0	10 255 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	0 205 0	0 130 390	0 0 0	10 255 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.06 0.00	0.00 0.04 0.14	0.00 0.00 0.00	0.01 0.08 0.00
Crit Moves:	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.277
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	0	0	0	135	0	0	205	430	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	0	0	205	430	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	0	205	430	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	0	205	430	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	0	205	430	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	0	0	205	430	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0	45	0	0	225	120	0	0	0	0	400	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	45	0	0	225	120	0	0	0	0	400	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	45	0	0	225	120	0	0	0	0	400	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	45	0	0	225	120	0	0	0	0	400	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	45	0	0	225	120	0	0	0	0	400	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	45	0	0	225	120	0	0	0	0	400	225

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

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Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.07	0.08	0.00	0.00	0.00	0.00	0.00	0.13
Crit Moves:	****				****							****

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:
 Base Vol: 0 0 0 225 0 0 45 410 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 225 0 0 45 410 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 225 0 0 45 410 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 225 0 0 45 410 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 225 0 0 45 410 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 225 0 0 45 410 0 0 0 0

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.03 0.13 0.00 0.00 0.00 0.00
 Crit Moves: ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	3

Volume Module:
 Base Vol: 285 0 295 0 0 0 0 1165 30 0 1255 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 285 0 295 0 0 0 0 1165 30 0 1255 30
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 285 0 295 0 0 0 0 1165 30 0 1255 30
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 285 0 0 0 0 0 0 0 1165 30 0 1255 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 285 0 0 0 0 0 0 0 1165 30 0 1255 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 285 0 0 0 0 0 0 0 1165 30 0 1255 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.27 0.02 0.00 0.29 0.00
 Crit Volume: 143 0 0 0 0 0 0 418
 Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp																
Approach:	North Bound		South Bound	East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected										
Rights:	Include		Include	Include		Include	Include		Include	Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	350	270	5	385	0	0	0	0	395	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	270	5	385	0	0	0	0	395	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	270	5	385	0	0	0	0	395	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	270	5	385	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	270	5	385	0	0	0	0	395	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	270	5	385	0	0	0	0	395	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	2850	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.19	0.00	0.14	0.00	0.00	0.00	0.14	0.00	0.00	0.00
Crit Volume:	350			5			0			197		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected	Split Phase		Split Phase	Protected		Protected	Protected						
Rights:	Include		Include	Ignore		Ignore	Include		Include	Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	0	1	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	110	10	180	25	10	5	5	160	10	250	140	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	10	180	25	10	5	5	160	10	250	140	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	10	180	25	10	5	5	160	10	250	140	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	110	10	180	25	10	5	5	160	0	250	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	10	180	25	10	5	5	160	0	250	140	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	110	10	180	25	10	5	5	160	0	250	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.33	0.67	0.06	1.94	1.00	1.00	0.62	0.38
Final Sat.:	2880	1600	1600	1600	2133	1067	97	3103	1600	1600	1000	600

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.11	0.02	0.00	0.00	0.05	0.05	0.00	0.16	0.14	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	90	75	130	180	80	130	35	1025	45	35	1105	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	75	130	180	80	130	35	1025	45	35	1105	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	75	130	180	80	130	35	1025	45	35	1105	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	75	130	180	80	130	35	1025	45	35	1105	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	75	130	180	80	130	35	1025	45	35	1105	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	75	130	180	80	130	35	1025	45	35	1105	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.37	0.63	0.46	0.21	0.33	1.00	2.87	0.13	1.00	3.00	1.00
Final Sat.:	1600	585	1015	738	328	533	1600	4598	202	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.11	0.24	0.24	0.02	0.22	0.22	0.02	0.23	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	30	200	45	160	155	140	95	895	25	40	1005	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	200	45	160	155	140	95	895	25	40	1005	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	200	45	160	155	140	95	895	25	40	1005	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	200	45	160	155	140	95	895	25	40	1005	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	200	45	160	155	140	95	895	25	40	1005	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	200	45	160	155	140	95	895	25	40	1005	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.92	0.08	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4670	130	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.03	0.10	0.05	0.09	0.06	0.19	0.19	0.03	0.21	0.15
Crit Moves:	****			****			****			****		

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

 Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ignore Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 140 80 0 135 55 0 45 780 95 15 930 220
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 140 80 0 135 55 0 45 780 95 15 930 220
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 140 80 0 135 55 0 45 780 95 15 930 220
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 140 80 0 135 55 0 45 780 95 15 930 220
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 140 80 0 135 55 0 45 780 95 15 930 220
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 140 80 0 135 55 0 45 780 95 15 930 220

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.67 0.33 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4279 521 1600 3200 1600

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.03 0.00 0.08 0.02 0.00 0.03 0.18 0.18 0.01 0.29 0.14
 Crit Moves: ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.316
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

 Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Ovl Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 3 0 1

 Volume Module:
 Base Vol: 0 0 0 20 0 130 75 1045 0 0 960 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 130 75 1045 0 0 960 30
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 130 75 1045 0 0 960 30
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 130 75 1045 0 0 960 30
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 130 75 1045 0 0 960 30
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 130 75 1045 0 0 960 30

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.09 0.05 0.24 0.00 0.00 0.22 0.02
 Crit Volume: 0 130 0 320
 Crit Moves: ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.649
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 205 200 110 200 270 75 90 865 200 110 1000 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 205 200 110 200 270 75 90 865 200 110 1000 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 205 200 110 200 270 75 90 865 200 110 1000 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 205 200 110 200 270 75 90 865 0 110 1000 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 205 200 110 200 270 75 90 865 0 110 1000 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 205 200 110 200 270 75 90 865 0 110 1000 190

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.52 1.48 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2164 2111 1425 1425 3346 929 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.08 0.14 0.08 0.08 0.06 0.30 0.00 0.08 0.35 0.13
 Crit Volume: 135 200 90 500
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 10 155 315 5 175 120 90 780 20 200 965 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 155 315 5 175 120 90 780 20 200 965 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 155 315 5 175 120 90 780 20 200 965 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 155 315 5 175 120 90 780 20 200 965 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 155 315 5 175 120 90 780 20 200 965 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 155 315 5 175 120 90 780 20 200 965 15

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2806 44

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.11 0.11 0.00 0.06 0.08 0.06 0.27 0.01 0.07 0.34 0.34
 Crit Volume: 155 5 90 490
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	145	390	45	60	0	60	40	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	235	45	145	390	45	60	0	60	40	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	145	390	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218		60			40			
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	415	0	30	335	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	415	0	30	335	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	415	0	30	335	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	415	0	30	335	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	415	0	30	335	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	415	0	30	335	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	406	2594	0	228	2544	228

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:		140	10			240			30			
Crit Moves:	****	****		****		****	****		****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.350
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	25	35	10	10	100	120	170	415	30	15	375	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	10	10	100	120	170	415	30	15	375	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	10	10	100	120	170	415	30	15	375	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	10	10	100	120	170	415	30	15	375	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	10	10	100	120	170	415	30	15	375	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	10	10	100	120	170	415	30	15	375	30

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	1.00	0.29	0.09	0.91	1.00	0.55	1.35	0.10	0.07	1.79	0.14
Final Sat.:	1071	1500	429	130	1370	1500	829	2024	146	107	2679	214

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.07	0.08	0.21	0.21	0.21	0.14	0.14	0.14
Crit Volume:	25			120	170							210
Crit Moves:	****			****	****							****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	160	20	65	5	10	25	20	415	50	20	505	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	65	5	10	25	20	415	50	20	505	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	65	5	10	25	20	415	50	20	505	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	65	5	10	25	20	415	50	20	505	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	65	5	10	25	20	415	50	20	505	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	65	5	10	25	20	415	50	20	505	10

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.71	0.21	0.07	1.89	0.04
Final Sat.:	1500	353	1147	1500	429	1071	124	2567	309	112	2832	56

Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.16	0.16	0.16	0.18	0.18	0.18
Crit Volume:	160					35	20					268
Crit Moves:	****					****	****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.248
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Neptune Ave				Harry Bridges Blvd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	0	5	15	15	5	15	20	560	10	15	615	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	15	5	15	20	560	10	15	615	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	15	15	5	15	20	560	10	15	615	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	15	5	15	20	560	10	15	615	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	15	5	15	20	560	10	15	615	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	15	15	5	15	20	560	10	15	615	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.43	0.14	0.43	0.07	1.90	0.03	0.04	1.91	0.05
Final Sat.:	0	1500	1500	643	214	643	102	2847	51	70	2860	70

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.02	0.02	0.20	0.20	0.20	0.22	0.21	0.22
Crit Volume:			15	15			20					323
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	King Ave				Harry Bridges Blvd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	0	0	0	15	0	105	75	675	0	0	630	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	105	75	675	0	0	630	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	105	75	675	0	0	630	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	105	75	675	0	0	630	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	15	0	105	75	675	0	0	630	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	15	0	105	75	675	0	0	630	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.25	0.75	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	0	1200	0	300	900	1200	1200	2400	0	1200	2308	92

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.09	0.06	0.28	0.00	0.00	0.27	0.27
Crit Volume:				105	75							328
Crit Moves:				****	****							****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Figueroa St	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted Permitted	Permitted Permitted
Rights:	Include Ignore	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 1 0 1 0 1	1 0 1 1 0 1

Volume Module:

Base Vol:	0 0 5 330 0 305	45 280 0 5 380 320
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 5 330 0 305	45 280 0 5 380 320
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 5 330 0 305	45 280 0 5 380 320
User Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 5 330 0 0	45 280 0 5 380 320
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 5 330 0 0	45 280 0 5 380 320
PCE Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 0.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 5 330 0 0	45 280 0 5 380 320

Saturation Flow Module:

Sat/Lane:	1500 1500 1500 1500 1500 1500	1500 1500 1500 1500 1500 1500
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 1.00 1.00 1.00 2.00 1.00	1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.:	0 1500 1500 1500 3000 1500	1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.22 0.00 0.00	0.03 0.09 0.00 0.00 0.13 0.21
Crit Volume:	5 330	45 320
Crit Moves:	**** ****	**** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Street Name:	Alameda St Ramp	PCH
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 0 0 0 1	1 0 2 0 0 0

Volume Module:

Base Vol:	0 0 0 145 0 95	195 1190 0 0 1075 220
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 0 0 145 0 95	195 1190 0 0 1075 220
Added Vol:	0 0 0 0 0 0	0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0	0 0 0 0 0 0
Initial Fut:	0 0 0 145 0 95	195 1190 0 0 1075 220
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 0 0 145 0 95	195 1190 0 0 1075 220
Reduct Vol:	0 0 0 0 0 0	0 0 0 0 0 0
Reduced Vol:	0 0 0 145 0 95	195 1190 0 0 1075 220
PCE Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:	0 0 0 145 0 95	195 1190 0 0 1075 220

Saturation Flow Module:

Sat/Lane:	1425 1425 1425 1425 1425 1425	1425 1425 1425 1425 1425 1425
Adjustment:	1.00 1.00 1.00 1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Lanes:	0.00 0.00 0.00 1.00 0.00 1.00	1.00 2.00 0.00 0.00 2.49 0.51
Final Sat.:	0 0 0 1425 0 1425	1425 2850 0 0 3549 726

Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00 0.10 0.00 0.07	0.14 0.42 0.00 0.00 0.30 0.30
Crit Volume:	0 145	195 432
Crit Moves:	**** ****	**** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves values for different approaches.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.661
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	40	235	200	60	55	15	1260	20	90	1295	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	235	200	60	55	15	1260	20	90	1295	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	235	200	60	55	15	1260	20	90	1295	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	235	200	60	55	15	1260	20	90	1295	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	235	200	60	55	15	1260	20	90	1295	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	235	200	60	55	15	1260	20	90	1295	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.77	0.23	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	747	853	1600	1231	369	1600	1600	4725	75	1600	4243	557

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.15	0.13	0.16	0.03	0.01	0.27	0.06	0.31	0.31	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	20	120	55	150	230	615	15	35	520	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	120	55	150	230	615	15	35	520	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	120	55	150	230	615	15	35	520	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	120	55	150	230	615	15	35	520	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	120	55	150	230	615	15	35	520	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	120	55	150	230	615	15	35	520	340
OvlAdjVol:												190

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.37	0.63	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	2194	1006	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.05	0.05	0.09	0.14	0.19	0.01	0.02	0.16	0.21
OvlAdjV/S:												0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2016 Plus Alternative 1: No Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2016 PM Peak - No Project W ICTF

Scenario: Scenario Report
 2016 No Project PM Peak

Command: 2016 No Project W ICTF PM Peak
 Volume: 2016 No Project W ICTF PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2016 PM Peak - No Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 2	A xxxxx	0.366	A xxxxx	0.366	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.825	D xxxxx	0.825	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.772	C xxxxx	0.772	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.636	B xxxxx	0.636	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.784	C xxxxx	0.784	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.837	D xxxxx	0.837	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.728	C xxxxx	0.728	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.921	E xxxxx	0.921	+ 0.000 V/C

Port of Los Angeles
 SCIG
 Year 2016 PM Peak - No Project W ICTF

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.871	D xxxxx	0.871	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.583	A xxxxx	0.583	+ 0.000 V/C

Port of Los Angeles
 SCIG
 Year 2016 PM Peak - No Project W ICTF

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	560	0	0	205	680	0	0	0	20	245	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	560	0	0	205	680	0	0	0	20	245	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	560	0	0	205	680	0	0	0	20	245	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	560	0	0	205	680	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	560	0	0	205	680	0	0	0	20	245	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	560	0	0	205	680	0	0	0	20	245	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.366
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.456
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 250 0 0 430 690 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 250 0 0 430 690 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 250 0 0 430 690 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 250 0 0 430 690 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 250 0 0 430 690 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 250 0 0 430 690 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D
Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
Volume Module:
Base Vol: 675 0 930 0 0 0 0 2515 355 0 2305 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 675 0 930 0 0 0 0 2515 355 0 2305 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 675 0 930 0 0 0 0 2515 355 0 2305 85
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 675 0 0 0 0 0 0 2515 355 0 2305 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 675 0 0 0 0 0 0 2515 355 0 2305 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 675 0 0 0 0 0 0 2515 355 0 2305 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.25 0.00 0.54 0.00
Crit Volume: 338 0 838 0
Crit Moves: **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

 Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	0	2	0	0

 Volume Module:
 Base Vol: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 515 315 0 300 0 0 0 0 0 245 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 515 315 0 300 0 0 0 0 0 245 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.36 0.22 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
 Crit Volume: 515 0 0 123
 Crit Moves: **** **

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

 Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Include		Include		Ignore		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	0	1	0	1	0

 Volume Module:
 Base Vol: 130 5 215 65 5 10 35 190 220 435 260 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 130 5 215 65 5 10 35 190 220 435 260 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 130 5 215 65 5 10 35 190 220 435 260 200
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 130 5 215 65 5 10 35 190 0 435 260 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 130 5 215 65 5 10 35 190 0 435 260 200
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 130 5 215 65 5 10 35 190 0 435 260 200

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.31 1.69 1.00 0.97 0.58 0.45
 Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1555 930 715

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.13 0.04 0.00 0.01 0.07 0.07 0.00 0.28 0.28 0.28
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0

Volume Module:

Base Vol: 85 80 135 185 45 180 35 1540 35 40 1325 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 80 135 185 45 180 35 1540 35 40 1325 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 80 135 185 45 180 35 1540 35 40 1325 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 80 135 185 45 180 35 1540 35 40 1325 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 80 135 185 45 180 35 1540 35 40 1325 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 85 80 135 185 45 180 35 1540 35 40 1325 185

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 280 115 400 275 130 70 1350 10 50 1195 355
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 280 115 400 275 130 70 1350 10 50 1195 355
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 280 115 400 275 130 70 1350 10 50 1195 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 280 115 400 275 130 70 1350 10 50 1195 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 280 115 400 275 130 70 1350 10 50 1195 355
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 280 115 400 275 130 70 1350 10 50 1195 355

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.772
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 325 215 30 175 180 25 45 1255 395 20 1165 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 325 215 30 175 180 25 45 1255 395 20 1165 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 325 215 30 175 180 25 45 1255 395 20 1165 200
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 325 215 0 175 180 0 45 1255 395 20 1165 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 325 215 0 175 180 0 45 1255 395 20 1165 200
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 325 215 0 175 180 0 45 1255 395 20 1165 200

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.20 0.07 0.00 0.11 0.06 0.00 0.03 0.34 0.34 0.01 0.36 0.13
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.636
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: B

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected						
Rights:	Include		Ovl		Include		Ovl						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	0	0	0	0	1	0	0	0	1	0	0	0	0

Volume Module:
 Base Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 70 0 390 140 1565 0 0 1550 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 70 0 390 140 1565 0 0 1550 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 70 0 390 140 1565 0 0 1550 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 70 0 390 140 1565 0 0 1550 60

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.37 0.00 0.00 0.36 0.04
 Crit Volume: 0 390 0 517
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 175 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 255 370 195 225 190 50 105 1370 215 95 1470 160
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 255 370 195 225 190 50 105 1370 215 95 1470 160
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 255 370 195 225 190 50 105 1370 215 95 1470 160
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 255 370 195 225 190 50 105 1370 0 95 1470 160
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 255 370 195 225 190 50 105 1370 0 95 1470 160
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 255 370 195 225 190 50 105 1370 0 95 1470 160

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.22 1.78 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1744 2531 1425 1425 3384 891 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.14 0.16 0.06 0.06 0.07 0.48 0.00 0.07 0.52 0.11
 Crit Volume: 208 225 105 735
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: C

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 20 285 630 20 305 145 115 990 15 335 1360 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 285 630 20 305 145 115 990 15 335 1360 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 285 630 20 305 145 115 990 15 335 1360 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 285 630 20 305 145 115 990 15 335 1360 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 285 630 20 305 145 115 990 15 335 1360 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 285 630 20 305 145 115 990 15 335 1360 35

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.20 0.22 0.01 0.11 0.10 0.08 0.35 0.01 0.12 0.49 0.49
 Crit Volume: 285 20 115 698
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:

Base Vol: 85 285 80 105 320 35 65 0 15 130 0 320
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 285 80 105 320 35 65 0 15 130 0 320
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 285 80 105 320 35 65 0 15 130 0 320
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 285 0 105 320 35 65 0 15 130 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 285 0 105 320 35 65 0 15 130 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 285 0 105 320 35 65 0 15 130 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2479 271 1375 0 1375 1375 0 1375

Capacity Analysis Module:

Vol/Sat: 0.06 0.10 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.09 0.00 0.00
Crit Volume: 85 178 65 130
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 10 5 175 75 5 185 130 530 0 30 465 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 175 75 5 185 130 530 0 30 465 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 175 75 5 185 130 530 0 30 465 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 175 75 5 185 130 530 0 30 465 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 175 75 5 185 130 530 0 30 465 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 175 75 5 185 130 530 0 30 465 75

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.03 0.97 1.00 0.03 0.97 0.39 1.61 0.00 0.11 1.63 0.26
Final Sat.: 1500 42 1458 1500 39 1461 591 2409 0 158 2447 395

Capacity Analysis Module:

Vol/Sat: 0.01 0.12 0.12 0.05 0.13 0.13 0.22 0.22 0.00 0.19 0.19 0.19
Crit Volume: 180 75 130 285
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	625	5	10	615	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	25	245	360	625	5	10	615	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	25	245	360	625	5	10	615	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	25	245	360	625	5	10	615	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	625	5	10	615	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	625	5	10	615	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.17	0.83	1.00	0.73	1.26	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1091	1894	15	45	2795	159

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.33	0.33	0.33	0.22	0.22	0.22
Crit Volume:	40			245	360					330		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	180	25	130	10	5	30	15	780	20	20	830	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	25	130	10	5	30	15	780	20	20	830	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	25	130	10	5	30	15	780	20	20	830	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	25	130	10	5	30	15	780	20	20	830	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	25	130	10	5	30	15	780	20	20	830	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	25	130	10	5	30	15	780	20	20	830	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.16	0.84	1.00	0.14	0.86	0.04	1.91	0.05	0.04	1.89	0.07
Final Sat.:	1500	242	1258	1500	214	1286	55	2871	74	68	2830	102

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.27	0.27	0.27	0.29	0.29	0.29
Crit Volume:	180				35		15			440		
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	65	0	45	10	5	30	20	745	40	20	1070	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	45	10	5	30	20	745	40	20	1070	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	45	10	5	30	20	745	40	20	1070	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	0	45	10	5	30	20	745	40	20	1070	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	745	40	20	1070	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	0	45	10	5	30	20	745	40	20	1070	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.85	0.10	0.03	1.94	0.03
Final Sat.:	1500	273	1227	333	167	1000	75	2776	149	54	2905	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.27	0.27	0.27	0.37	0.37	0.37
Crit Volume:	65			45	20					553		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0		

Volume Module:

Base Vol:	0	0	0	40	0	145	160	760	0	0	975	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	145	160	760	0	0	975	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	145	160	760	0	0	975	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	145	160	760	0	0	975	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	760	0	0	975	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	145	160	760	0	0	975	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1950	450

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.32	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160				600			
Crit Moves:				****	****				****			

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 5 565 0 520 50 480 0 5 1020 635
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 5 565 0 520 50 480 0 5 1020 635
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 5 565 0 520 50 480 0 5 1020 635
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 5 565 0 0 50 480 0 5 1020 635
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 5 565 0 0 50 480 0 5 1020 635
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 5 565 0 0 50 480 0 5 1020 635

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.16 0.00 0.00 0.34 0.42
Crit Volume: 5 565 50 635
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 310 0 200 215 1455 0 0 1060 260
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 310 0 200 215 1455 0 0 1060 260
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 310 0 200 215 1455 0 0 1060 260
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 310 0 200 215 1455 0 0 1060 260
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 310 0 200 215 1455 0 0 1060 260
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 310 0 200 215 1455 0 0 1060 260

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.41 0.59
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3433 842

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.14 0.15 0.51 0.00 0.00 0.31 0.31
Crit Volume: 0 310 728 0
Crit Moves: **** **** **** ****

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 Year 2016 PM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.921
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	520	105	15	350	130	205	1720	5	115	1200	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	520	105	15	350	130	205	1720	5	115	1200	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	520	105	15	350	130	205	1720	5	115	1200	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	520	105	15	350	130	205	1720	5	115	1200	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	520	105	15	350	130	205	1720	5	115	1200	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	520	105	15	350	130	205	1720	5	115	1200	140

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.07	0.01	0.11	0.08	0.13	0.54	0.00	0.07	0.38	0.09
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.871
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 116 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 40 70 320 220 105 25 25 1940 30 90 1325 195
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 70 320 220 105 25 25 1940 30 90 1325 195
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 70 320 220 105 25 25 1940 30 90 1325 195
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 70 320 220 105 25 25 1940 30 90 1325 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 70 320 220 105 25 25 1940 30 90 1325 195
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 70 320 220 105 25 25 1940 30 90 1325 195

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.62 0.38
 Final Sat.: 582 1018 1600 1083 517 1600 1600 4727 73 1600 4184 616

Capacity Analysis Module:
 Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.41 0.41 0.06 0.32 0.32
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 30 35 210 15 115 160 935 0 5 765 545
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 30 35 210 15 115 160 935 0 5 765 545
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 30 35 210 15 115 160 935 0 5 765 545
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 30 35 210 15 115 160 935 0 5 765 545
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 30 35 210 15 115 160 935 0 5 765 545
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 30 35 210 15 115 160 935 0 5 765 545
 OvlAdjVol: 430

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.14 0.86 1.00 1.87 0.13 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 229 1371 1600 2987 213 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.07 0.07 0.07 0.10 0.29 0.00 0.00 0.24 0.34
 OvlAdjV/S: 0.27
 Crit Moves: **** **

2016 Plus Alternative 2: Reduced Project AM Peak Hour

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Scenario: Scenario Report
 2016 Reduced AM Peak

Command: 2016 Reduced AM Peak
 Volume: 2016 Reduced AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 2	A xxxxx	0.217	A xxxxx	0.217	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.209	A xxxxx	0.209	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.293	A xxxxx	0.293	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.606	B xxxxx	0.606	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.365	A xxxxx	0.365	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.572	A xxxxx	0.572	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.515	A xxxxx	0.515	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.500	A xxxxx	0.500	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	0	135	0	0	170	605	0	0	0	5	300	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	135	0	0	170	605	0	0	0	5	300	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	135	0	0	170	605	0	0	0	5	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	135	0	0	170	605	0	0	0	5	300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	0	0	170	605	0	0	0	5	300	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	135	0	0	170	605	0	0	0	5	300	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.00	0.00	0.05	0.21	0.00	0.00	0.00	0.00	0.09	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.217
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    23      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 1 1 1 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 175 0 0 135 200 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0 175 0 0 135 200 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 0 175 0 0 135 200 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 175 0 0 135 200 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 175 0 0 135 200 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 175 0 0 135 200 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.05 0.00 0.00 0.05 0.06 0.00 0.00 0.00 0.00
Crit Moves:   ****                ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.306
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 55 0 0 0 115 115 0 0 0 0 0 430 235
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 55 0 0 0 115 115 0 0 0 0 0 430 235
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 55 0 0 0 115 115 0 0 0 0 0 430 235
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 55 0 0 0 115 115 0 0 0 0 0 430 235
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 55 0 0 0 115 115 0 0 0 0 0 430 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 55 0 0 0 115 115 0 0 0 0 0 430 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:       0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.02 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves:   ****                ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.209
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    22          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0      115 0 0      55 220 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0      115 0 0      55 220 0      0 0 0 0
Added Vol:     0 0 0      0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0      115 0 0      55 220 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0      115 0 0      55 220 0      0 0 0 0
Reduct Vol:    0 0 0      0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0      115 0 0      55 220 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0      115 0 0      55 220 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.03 0.07 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.713
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    65          Level Of Service:      C
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      345 0 425 0 0 0      0 2530 335 0 1965 25
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    345 0 425 0 0 0      0 2530 335 0 1965 25
Added Vol:     0 0 0 0 0 0      0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0      0 0 0 0 0 0 0 0
Initial Fut:   345 0 425 0 0 0      0 2530 335 0 1965 25
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    345 0 0 0 0 0      0 2530 335 0 1965 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:   345 0 0 0 0 0      0 2530 335 0 1965 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   345 0 0 0 0 0      0 2530 335 0 1965 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.12 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.46 0.00
Crit Volume:   173          0          843          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.293
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 215 35 0 255 0 0 0 0 0 405 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 215 35 0 255 0 0 0 0 0 405 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 215 35 0 255 0 0 0 0 0 405 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 215 35 0 255 0 0 0 0 0 405 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 215 35 0 255 0 0 0 0 0 405 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 215 35 0 255 0 0 0 0 0 405 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.15 0.02 0.00 0.09 0.00 0.00 0.00 0.00 0.14 0.00 0.00
Crit Volume: 215 0 0 203
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 0 1 0 1 0

Volume Module:
Base Vol: 170 0 285 20 0 5 5 120 20 140 110 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 170 0 285 20 0 5 5 120 20 140 110 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 170 0 285 20 0 5 5 120 20 140 110 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 170 0 285 20 0 5 5 120 20 140 110 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 170 0 285 20 0 5 5 120 20 140 110 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 170 0 285 20 0 5 5 120 20 140 110 25

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.08 1.92 1.00 1.00 0.82 0.18
Final Sat.: 2880 1600 1600 1600 1600 1600 128 3072 1600 1600 1309 291

Capacity Analysis Module:
Vol/Sat: 0.06 0.00 0.18 0.01 0.00 0.00 0.04 0.04 0.00 0.09 0.08 0.09
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 100 100 85 75 55 90 35 735 25 35 1380 260
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 100 100 85 75 55 90 35 735 25 35 1380 260
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 100 100 85 75 55 90 35 735 25 35 1380 260
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 100 100 85 75 55 90 35 735 25 35 1380 260
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 100 100 85 75 55 90 35 735 25 35 1380 260
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 100 100 85 75 55 90 35 735 25 35 1380 260

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.54 0.46 0.34 0.25 0.41 1.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1600 865 735 545 400 655 1600 4642 158 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.06 0.12 0.12 0.05 0.14 0.14 0.02 0.16 0.16 0.02 0.29 0.16
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 45 305 40 190 210 110 35 730 215 45 1130 325
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 305 40 190 210 110 35 730 215 45 1130 325
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 305 40 190 210 110 35 730 215 45 1130 325
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 305 40 190 210 110 35 730 215 45 1130 325
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 305 40 190 210 110 35 730 215 45 1130 325
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 305 40 190 210 110 35 730 215 45 1130 325

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.32 0.68 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3708 1092 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.03 0.12 0.07 0.07 0.02 0.20 0.20 0.03 0.24 0.20
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 165 45 10 165 40 45 75 825 110 20 1035 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 45 10 165 40 45 75 825 110 20 1035 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 45 10 165 40 45 75 825 110 20 1035 210
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 45 0 165 40 0 75 825 110 20 1035 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 45 0 165 40 0 75 825 110 20 1035 210
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 45 0 165 40 0 75 825 110 20 1035 210

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.65 0.35 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4235 565 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.01 0.00 0.10 0.01 0.00 0.05 0.19 0.19 0.01 0.32 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 15 0 70 50 1015 0 0 1270 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 15 0 70 50 1015 0 0 1270 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 15 0 70 50 1015 0 0 1270 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 70 50 1015 0 0 1270 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 70 50 1015 0 0 1270 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 15 0 70 50 1015 0 0 1270 20

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.05 0.04 0.24 0.00 0.00 0.30 0.01
Crit Volume: 0 15 50 423
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 105 145 35 140 190 40 5 935 260 55 1225 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 145 35 140 190 40 5 935 260 55 1225 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 145 35 140 190 40 5 935 260 55 1225 115
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 105 145 35 140 190 40 5 935 0 55 1225 115
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 145 35 140 190 40 5 935 0 55 1225 115
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 145 35 140 190 40 5 935 0 55 1225 115

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.26 1.74 1.00 1.00 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1796 2480 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:

Vol/Sat: 0.06 0.06 0.02 0.10 0.05 0.05 0.00 0.33 0.00 0.04 0.43 0.08
Crit Volume: 83 140 5 613
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:

Base Vol: 25 110 435 10 205 120 145 765 35 420 935 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 110 435 10 205 120 145 765 35 420 935 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 110 435 10 205 120 145 765 35 420 935 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 110 435 10 205 120 145 765 35 420 935 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 110 435 10 205 120 145 765 35 420 935 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 110 435 10 205 120 145 765 35 420 935 35

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2747 103

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.15 0.01 0.07 0.08 0.10 0.27 0.02 0.15 0.34 0.34
Crit Volume: 25 120 145 485
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.365
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 135 200 100 180 280 35 85 10 145 50 5 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 200 100 180 280 35 85 10 145 50 5 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 200 100 180 280 35 85 10 145 50 5 40
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 135 200 0 180 280 35 85 10 145 50 5 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 200 0 180 280 35 85 10 145 50 5 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 135 200 0 180 280 35 85 10 145 50 5 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.78 0.22 1.00 0.06 0.94 0.91 0.09 1.00
Final Sat.: 1375 2750 1375 2750 2444 306 1375 89 1286 1250 125 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.07 0.00 0.07 0.11 0.11 0.06 0.11 0.11 0.04 0.04 0.00
Crit Volume: 135 158 155 55
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted				
Rights:	Include		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	1	0	1	0	1	0

Volume Module:
Base Vol: 0 5 35 85 5 140 120 215 10 165 275 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 35 85 5 140 120 215 10 165 275 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 35 85 5 140 120 215 10 165 275 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 35 85 5 140 120 215 10 165 275 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 35 85 5 140 120 215 10 165 275 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 35 85 5 140 120 215 10 165 275 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.12 0.88 1.00 0.03 0.97 0.69 1.25 0.06 0.65 1.09 0.26
Final Sat.: 1500 188 1313 1500 52 1448 1043 1870 87 980 1634 386

Capacity Analysis Module:
Vol/Sat: 0.00 0.03 0.03 0.06 0.10 0.10 0.12 0.11 0.12 0.17 0.17 0.17
Crit Volume: 0 145 120 253
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	25	25	10	25	175	230	385	225	140	30	380	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	25	10	25	175	230	385	225	140	30	380	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	25	10	25	175	230	385	225	140	30	380	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	25	10	25	175	230	385	225	140	30	380	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	25	10	25	175	230	385	225	140	30	380	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	25	10	25	175	230	385	225	140	30	380	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.83	0.33	0.12	0.88	1.00	1.00	0.63	0.37	0.14	1.75	0.11
Final Sat.:	1250	1250	500	174	1326	1500	1500	940	560	207	2621	172

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.13	0.15	0.26	0.24	0.25	0.15	0.14	0.15
Crit Volume:	25					230	385					218
Crit Moves:	****					****	****					****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	125	10	25	15	20	15	20	655	115	35	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	10	25	15	20	15	20	655	115	35	570	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	10	25	15	20	15	20	655	115	35	570	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	10	25	15	20	15	20	655	115	35	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	10	25	15	20	15	20	655	115	35	570	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	10	25	15	20	15	20	655	115	35	570	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.29	0.71	1.00	0.57	0.43	0.05	1.66	0.29	0.11	1.86	0.03
Final Sat.:	1500	429	1071	1500	857	643	76	2487	437	171	2780	49

Capacity Analysis Module:

Vol/Sat:	0.08	0.02	0.02	0.01	0.02	0.02	0.26	0.26	0.26	0.20	0.21	0.20
Crit Volume:	125					35			395	35		
Crit Moves:	****					****			****	****		****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0

Volume Module:

Base Vol: 0 0 25 20 5 20 5 815 5 20 610 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 25 20 5 20 5 815 5 20 610 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 25 20 5 20 5 815 5 20 610 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 25 20 5 20 5 815 5 20 610 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 815 5 20 610 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 25 20 5 20 5 815 5 20 610 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 94 2859 47

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.27 0.28 0.27 0.21 0.21 0.21
Crit Volume: 25 20 413 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.515
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 210 0 165 70 635 0 0 555 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 210 0 165 70 635 0 0 555 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 210 0 165 70 635 0 0 555 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 210 0 165 70 635 0 0 555 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 210 0 165 70 635 0 0 555 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 210 0 165 70 635 0 0 555 120

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 1.00 0.12 0.88 1.00 2.00 0.00 1.00 1.64 0.36
Final Sat.: 0 1200 0 1200 144 1056 1200 2400 0 1200 1973 427

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.16 0.06 0.26 0.00 0.00 0.28 0.28
Crit Volume: 0 210 70 338
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 505 0 250 40 295 0 0 320 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 505 0 250 40 295 0 0 320 430
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 505 0 250 40 295 0 0 320 430
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 505 0 0 40 295 0 0 320 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 505 0 0 40 295 0 0 320 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 505 0 0 40 295 0 0 320 430

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.34 0.00 0.00 0.03 0.10 0.00 0.00 0.11 0.29
Crit Volume: 0 505 40 430
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 110 0 230 210 730 0 0 905 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 110 0 230 210 730 0 0 905 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 110 0 230 210 730 0 0 905 135
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 110 0 230 210 730 0 0 905 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 110 0 230 210 730 0 0 905 135
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 110 0 230 210 730 0 0 905 135

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.61 0.39
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3720 555

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.16 0.15 0.26 0.00 0.00 0.24 0.24
Crit Volume: 0 230 210 347
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing traffic volume adjustments for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for different approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 25 90 195 75 45 10 1040 20 80 1620 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 25 90 195 75 45 10 1040 20 80 1620 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 25 90 195 75 45 10 1040 20 80 1620 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 25 90 195 75 45 10 1040 20 80 1620 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 25 90 195 75 45 10 1040 20 80 1620 85

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.64 0.36 1.00 0.72 0.28 1.00 1.00 2.94 0.06 1.00 2.85 0.15
Final Sat.: 1029 571 1600 1156 444 1600 1600 4709 91 1600 4561 239

Capacity Analysis Module:

Vol/Sat: 0.03 0.04 0.06 0.12 0.17 0.03 0.01 0.22 0.22 0.05 0.36 0.36
Crit Moves: **** **** **** ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.500
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 10 155 65 145 130 560 5 20 625 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 10 155 65 145 130 560 5 20 625 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 10 155 65 145 130 560 5 20 625 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 10 155 65 145 130 560 5 20 625 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 155 65 145 130 560 5 20 625 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 10 155 65 145 130 560 5 20 625 200
OvlAdjVol: 55

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 1.25 0.50 1.41 0.59 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 2255 945 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.07 0.07 0.09 0.08 0.17 0.00 0.01 0.20 0.13
OvlAdjV/S: 0.03
Crit Moves: **** **** **** ****

2016 Plus Alternative 2: Reduced Project MD Peak Hour

 Scenario Report
 Scenario: 2016 Reduced MD Peak

Command: 2016 Reduced MD Peak
 Volume: 2016 Reduced MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.369	A	xxxxx 0.369	+ 0.000 V/C
# 2	A	xxxxx 0.278	A	xxxxx 0.278	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 4	A	xxxxx 0.311	A	xxxxx 0.311	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.394	A	xxxxx 0.394	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.388	A	xxxxx 0.388	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.486	A	xxxxx 0.486	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.675	B	xxxxx 0.675	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.666	B	xxxxx 0.666	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.491	A	xxxxx 0.491	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.265	A	xxxxx 0.265	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.332	A	xxxxx 0.332	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.302	A	xxxxx 0.302	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.232	A	xxxxx 0.232	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.402	A	xxxxx 0.402	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.457	A	xxxxx 0.457	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.487	A	xxxxx 0.487	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.635	B	xxxxx 0.635	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.658	B	xxxxx 0.658	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.528	A	xxxxx 0.528	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.369
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2

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Volume Module:

Base Vol:	0	220	0	0	135	400	0	0	0	10	255	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	220	0	0	135	400	0	0	0	10	255	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	220	0	0	135	400	0	0	0	10	255	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	220	0	0	135	400	0	0	0	10	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	220	0	0	135	400	0	0	0	10	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	220	0	0	135	400	0	0	0	10	255	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.00	0.04	0.14	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:
Base Vol: 0 0 0 140 0 0 220 430 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 140 0 0 220 430 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 140 0 0 220 430 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 140 0 0 220 430 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 140 0 0 220 430 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 140 0 0 220 430 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.08 0.13 0.00 0.00 0.00 0.00
Crit Moves: **** ****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2

Volume Module:
Base Vol: 0 45 0 0 225 120 0 0 0 0 415 225
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 45 0 0 225 120 0 0 0 0 415 225
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 45 0 0 225 120 0 0 0 0 415 225
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 45 0 0 225 120 0 0 0 0 415 225
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 45 0 0 225 120 0 0 0 0 415 225
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 45 0 0 225 120 0 0 0 0 415 225

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:
Vol/Sat: 0.00 0.01 0.00 0.00 0.07 0.08 0.00 0.00 0.00 0.00 0.13 0.08
Crit Moves: **** ****

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.311
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

 Volume Module:

Base Vol:	0	0	0	225	0	0	45	425	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	0	45	425	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	0	45	425	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	0	45	425	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	0	45	425	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	0	45	425	0	0	0	0

 Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

 Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.03	0.13	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

 Volume Module:

Base Vol:	285	0	285	0	0	0	0	1160	5	0	1255	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	285	0	0	0	0	1160	5	0	1255	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	285	0	0	0	0	1160	5	0	1255	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	285	0	0	0	0	0	0	1160	5	0	1255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	0	0	0	0	0	0	1160	5	0	1255	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	285	0	0	0	0	0	0	1160	5	0	1255	0

 Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

 Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.00
Crit Volume:	143			0			0				418	
Crit Moves:	****						****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	350	265	5	380	0	0	0	0	395	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	350	265	5	380	0	0	0	0	395	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	350	265	5	380	0	0	0	0	395	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	350	265	5	380	0	0	0	0	395	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	265	5	380	0	0	0	0	395	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	350	265	5	380	0	0	0	0	395	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.19	0.00	0.13	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Volume:	350			5			0			197		
Crit Moves:	****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.486
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St												
Approach:	North Bound		South Bound	East Bound		West Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected	Split Phase		Split Phase										
Rights:	Include		Include	Ignore		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	0	1	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	105	0	155	25	0	5	5	160	5	225	140	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	0	155	25	0	5	5	160	5	225	140	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	0	155	25	0	5	5	160	5	225	140	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	105	0	155	25	0	5	5	160	0	225	140	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	155	25	0	5	5	160	0	225	140	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	105	0	155	25	0	5	5	160	0	225	140	90

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.99	0.61	0.40
Final Sat.:	2880	1600	1600	1600	1600	1600	97	3103	1600	1582	985	633

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.10	0.02	0.00	0.00	0.05	0.05	0.00	0.14	0.14	0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	B

Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	90	75	130	180	80	130	35	1045	45	35	1120	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	75	130	180	80	130	35	1045	45	35	1120	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	75	130	180	80	130	35	1045	45	35	1120	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	75	130	180	80	130	35	1045	45	35	1120	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	75	130	180	80	130	35	1045	45	35	1120	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	75	130	180	80	130	35	1045	45	35	1120	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.37	0.63	0.46	0.21	0.33	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1600	585	1015	738	328	533	1600	4602	198	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.11	0.24	0.24	0.02	0.23	0.23	0.02	0.23	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.615
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	25	200	40	160	155	140	95	915	20	40	1025	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	200	40	160	155	140	95	915	20	40	1025	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	200	40	160	155	140	95	915	20	40	1025	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	200	40	160	155	140	95	915	20	40	1025	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	200	40	160	155	140	95	915	20	40	1025	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	200	40	160	155	140	95	915	20	40	1025	245

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4697	103	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.03	0.10	0.05	0.09	0.06	0.19	0.19	0.03	0.21	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	140	60	0	150	30	60	100	780	95	15	925	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	60	0	150	30	60	100	780	95	15	925	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	60	0	150	30	60	100	780	95	15	925	235
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	60	0	150	30	0	100	780	95	15	925	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	60	0	150	30	0	100	780	95	15	925	235
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	60	0	150	30	0	100	780	95	15	925	235

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.67	0.33	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4279	521	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.02	0.00	0.09	0.01	0.00	0.06	0.18	0.18	0.01	0.29	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Ovl		Include		Ovl											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	20	0	130	75	1100	0	0	1010	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	130	75	1100	0	0	1010	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	130	75	1100	0	0	1010	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	130	75	1100	0	0	1010	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	130	75	1100	0	0	1010	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	130	75	1100	0	0	1010	30

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.09	0.05	0.26	0.00	0.00	0.24	0.02
Crit Volume:	0			130			0			337		
Crit Moves:				****		****				****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.666
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Permitted		Permitted								
Rights:	Include		Include		Ignore		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	205	190	105	200	260	75	90	920	200	105	1055	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	190	105	200	260	75	90	920	200	105	1055	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	190	105	200	260	75	90	920	200	105	1055	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	190	105	200	260	75	90	920	0	105	1055	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	190	105	200	260	75	90	920	0	105	1055	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	190	105	200	260	75	90	920	0	105	1055	190

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.33	0.67	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2219	2056	1425	1425	3318	957	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.14	0.08	0.08	0.06	0.32	0.00	0.07	0.37	0.13
Crit Volume:	132			200			90			528		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	60	370	5	65	115	85	780	20	255	965	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	60	370	5	65	115	85	780	20	255	965	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	60	370	5	65	115	85	780	20	255	965	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	60	370	5	65	115	85	780	20	255	965	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	60	370	5	65	115	85	780	20	255	965	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	60	370	5	65	115	85	780	20	255	965	15

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2806	44

Capacity Analysis Module:

Vol/Sat:	0.01	0.04	0.13	0.00	0.02	0.08	0.06	0.27	0.01	0.09	0.34	0.34
Crit Volume:	10			115		85				490		
Crit Moves:	****			****		****				****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp	Henry Ford Ave-Pier A Wy
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Split Phase
Rights:	Ignore	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0

Volume Module:

Base Vol:	55	230	45	135	385	45	60	0	60	40	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	230	45	135	385	45	60	0	60	40	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	230	45	135	385	45	60	0	60	40	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.00	0.04	0.03	0.00	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.265
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Broad Ave	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted	Permitted
Rights:	Include	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	370	0	30	280	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	370	0	30	280	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	370	0	30	280	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	370	0	30	280	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	370	0	30	280	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	370	0	30	280	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.30	1.70	0.00	0.17	1.65	0.18
Final Sat.:	1500	107	1393	1500	375	1125	448	2552	0	265	2471	265

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.14	0.00	0.11	0.11	0.11
Crit Volume:		140	10				217			30		
Crit Moves:		****	****				****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	25	35	10	10	100	120	170	370	30	15	320	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	35	10	10	100	120	170	370	30	15	320	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	35	10	10	100	120	170	370	30	15	320	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	35	10	10	100	120	170	370	30	15	320	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	35	10	10	100	120	170	370	30	15	320	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	35	10	10	100	120	170	370	30	15	320	30

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	1.00	0.29	0.09	0.91	1.00	0.60	1.30	0.10	0.08	1.76	0.16
Final Sat.:	1071	1500	429	130	1370	1500	895	1947	158	123	2630	247

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.08	0.07	0.08	0.19	0.19	0.19	0.12	0.12	0.12
Crit Volume:	25			120	170							183
Crit Moves:	****			****	****							****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:												
Base Vol:	155	20	60	5	10	25	20	380	45	15	460	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	20	60	5	10	25	20	380	45	15	460	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	20	60	5	10	25	20	380	45	15	460	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	20	60	5	10	25	20	380	45	15	460	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	20	60	5	10	25	20	380	45	15	460	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	20	60	5	10	25	20	380	45	15	460	10

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.25	0.75	1.00	0.29	0.71	0.09	1.71	0.20	0.06	1.90	0.04
Final Sat.:	1500	375	1125	1500	429	1071	135	2562	303	93	2845	62

Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.05	0.00	0.02	0.02	0.15	0.15	0.15	0.16	0.16	0.16
Crit Volume:	155				35	20						243
Crit Moves:	****				****	****						****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.232
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 0 1 0 1 0

 Volume Module:
 Base Vol: 0 5 15 15 5 15 20 520 10 15 565 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 5 15 15 5 15 20 520 10 15 565 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 5 15 15 5 15 20 520 10 15 565 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 15 15 5 15 20 520 10 15 565 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 5 15 15 5 15 20 520 10 15 565 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 5 15 15 5 15 20 520 10 15 565 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.43 0.14 0.43 0.07 1.89 0.04 0.05 1.90 0.05
 Final Sat.: 0 1500 1500 643 214 643 109 2836 55 76 2849 76

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.02 0.02 0.02 0.18 0.18 0.18 0.20 0.20 0.20
 Crit Volume: 15 15 20 298
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 1 0

 Volume Module:
 Base Vol: 0 0 0 15 0 105 75 635 0 0 580 25
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 105 75 635 0 0 580 25
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 105 75 635 0 0 580 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 105 75 635 0 0 580 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 105 75 635 0 0 580 25
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 105 75 635 0 0 580 25

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.25 0.75 1.00 1.00 2.00 0.00 1.00 1.92 0.08
 Final Sat.: 0 1200 0 300 900 1200 1200 2400 0 1200 2301 99

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.09 0.06 0.26 0.00 0.00 0.25 0.25
 Crit Volume: 0 105 75 303
 Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Figueroa St				Harry Bridges Blvd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Ignore		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:												
Base Vol:	0	0	0	325	0	305	45	250	0	0	340	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	325	0	305	45	250	0	0	340	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	325	0	305	45	250	0	0	340	315
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	325	0	0	45	250	0	0	340	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	325	0	0	45	250	0	0	340	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	325	0	0	45	250	0	0	340	315

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.03	0.08	0.00	0.00	0.11	0.21
Crit Volume:	0			325			45				315	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Street Name:	Alameda St Ramp				PCH			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0

Volume Module:												
Base Vol:	0	0	0	70	0	95	195	1195	0	0	1080	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	95	195	1195	0	0	1080	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	95	195	1195	0	0	1080	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	95	195	1195	0	0	1080	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	95	195	1195	0	0	1080	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	95	195	1195	0	0	1080	130

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.68	0.32
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3816	459

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.07	0.14	0.42	0.00	0.00	0.28	0.28
Crit Volume:	0			95		195					403	
Crit Moves:				****		****					****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat..

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Harbor Ave				Pacific Coast Hwy															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted		Permitted		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	35	40	235	200	60	55	15	1245	20	90	1280	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	235	200	60	55	15	1245	20	90	1280	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	235	200	60	55	15	1245	20	90	1280	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	235	200	60	55	15	1245	20	90	1280	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	235	200	60	55	15	1245	20	90	1280	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	235	200	60	55	15	1245	20	90	1280	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.77	0.23	1.00	1.00	2.95	0.05	1.00	2.65	0.35
Final Sat.:	747	853	1600	1231	369	1600	1600	4724	76	1600	4237	563

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.15	0.13	0.16	0.03	0.01	0.26	0.26	0.06	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.528
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp				Sepulveda Blvd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Protected		Protected								
Rights:	Include		Include		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	30	20	30	55	150	230	595	15	35	495	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	30	55	150	230	595	15	35	495	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	30	55	150	230	595	15	35	495	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	30	55	150	230	595	15	35	495	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	30	55	150	230	595	15	35	495	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	30	55	150	230	595	15	35	495	245
OvlAdjVol:												95

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.03	0.09	0.14	0.19	0.01	0.02	0.15	0.15
OvlAdjV/S:												0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2016 Plus Alternative 2: Reduced Project PM Peak Hour

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 Year 2016 PM Peak - Reduced Project

Scenario: Scenario Report
 2016 Reduced PM Peak

Command: 2016 Reduced PM Peak
 Volume: 2016 Reduced PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.468	A xxxxx	0.468	+ 0.000 V/C
# 2	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
# 4	A xxxxx	0.456	A xxxxx	0.456	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.824	D xxxxx	0.824	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.447	A xxxxx	0.447	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.682	B xxxxx	0.682	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.781	C xxxxx	0.781	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.790	C xxxxx	0.790	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.644	B xxxxx	0.644	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.752	C xxxxx	0.752	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.830	D xxxxx	0.830	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.670	B xxxxx	0.670	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.885	D xxxxx	0.885	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.850	D xxxxx	0.850	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.537	A xxxxx	0.537	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.468
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	5	570	0	0	205	685	0	0	0	20	245	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	570	0	0	205	685	0	0	0	20	245	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	570	0	0	205	685	0	0	0	20	245	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	570	0	0	205	685	0	0	0	20	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	570	0	0	205	685	0	0	0	20	245	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	570	0	0	205	685	0	0	0	20	245	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

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Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.00	0.00	0.06	0.24	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 225 0 0 575 375 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 225 0 0 575 375 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 225 0 0 575 375 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 225 0 0 575 375 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 225 0 0 575 375 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 225 0 0 575 375 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.07 0.00 0.00 0.20 0.12 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 430 0 0 250 170 0 0 0 0 450 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 430 0 0 250 170 0 0 0 0 450 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 430 0 0 250 170 0 0 0 0 450 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 430 0 0 250 170 0 0 0 0 450 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 430 0 0 250 170 0 0 0 0 450 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 430 0 0 250 170 0 0 0 0 450 275
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.13 0.00 0.00 0.08 0.11 0.00 0.00 0.00 0.00 0.14 0.10
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.456
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    31          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include        Include        Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 250 0 0 430 700 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 250 0 0 430 700 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 250 0 0 430 700 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 250 0 0 430 700 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 250 0 0 430 700 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 250 0 0 430 700 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.09 0.00 0.00 0.27 0.22 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.824
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    106         Level Of Service:      D
*****
Street Name:      Navy Way          Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         675 0 920 0 0 0 0 2510 340 0 2300 90
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     675 0 920 0 0 0 0 2510 340 0 2300 90
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     675 0 920 0 0 0 0 2510 340 0 2300 90
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     675 0 0 0 0 0 0 2510 340 0 2300 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    675 0 0 0 0 0 0 2510 340 0 2300 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    675 0 0 0 0 0 0 2510 340 0 2300 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.24 0.00 0.00 0.00 0.00 0.00 0.00 0.59 0.24 0.00 0.54 0.00
Crit Volume:     338          837          0
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 515 310 0 295 0 0 0 0 0 245 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 515 310 0 295 0 0 0 0 0 245 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.36 0.22 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 515 0 0 123
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0 0

Volume Module:
Base Vol: 125 0 190 65 0 10 35 190 215 410 260 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 0 190 65 0 10 35 190 215 410 260 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 0 190 65 0 10 35 190 215 410 260 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 0 190 65 0 10 35 190 0 410 260 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 0 190 65 0 10 35 190 0 410 260 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 0 190 65 0 10 35 190 0 410 260 200

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.31 1.69 1.00 0.94 0.60 0.46
Final Sat.: 2880 1600 1600 1600 1600 1600 498 2702 1600 1508 956 736

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.12 0.04 0.00 0.01 0.07 0.07 0.00 0.27 0.27 0.27
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 85 80 135 185 45 180 35 1535 35 40 1330 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 80 135 185 45 180 35 1535 35 40 1330 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 80 135 185 45 180 35 1535 35 40 1330 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 80 135 185 45 180 35 1535 35 40 1330 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 80 135 185 45 180 35 1535 35 40 1330 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 85 80 135 185 45 180 35 1535 35 40 1330 185

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.45 0.11 0.44 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 595 1005 722 176 702 1600 4693 107 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.05 0.13 0.13 0.12 0.26 0.26 0.02 0.33 0.33 0.03 0.28 0.12
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 280 115 400 275 130 70 1350 10 50 1200 355
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 280 115 400 275 130 70 1350 10 50 1200 355
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 280 115 400 275 130 70 1350 10 50 1200 355
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 280 115 400 275 130 70 1350 10 50 1200 355
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 280 115 400 275 130 70 1350 10 50 1200 355
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 280 115 400 275 130 70 1350 10 50 1200 355

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4765 35 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.07 0.25 0.09 0.08 0.04 0.28 0.28 0.03 0.25 0.22
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.790
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 325 195 30 170 155 60 90 1255 395 20 1160 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 325 195 30 170 155 60 90 1255 395 20 1160 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 325 195 30 170 155 60 90 1255 395 20 1160 195
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 325 195 0 170 155 0 90 1255 395 20 1160 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 325 195 0 170 155 0 90 1255 395 20 1160 195
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 325 195 0 170 155 0 90 1255 395 20 1160 195

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.20 0.06 0.00 0.11 0.05 0.00 0.06 0.34 0.34 0.01 0.36 0.12
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 70 0 390 140 1605 0 0 1585 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 70 0 390 140 1605 0 0 1585 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 70 0 390 140 1605 0 0 1585 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 70 0 390 140 1605 0 0 1585 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 70 0 390 140 1605 0 0 1585 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.27 0.10 0.38 0.00 0.00 0.37 0.04
Crit Volume: 0 390 0 528
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 174 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 255 360 190 225 185 50 90 1410 215 90 1505 160
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 255 360 190 225 185 50 90 1410 215 90 1505 160
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 255 360 190 225 185 50 90 1410 215 90 1505 160
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 255 360 190 225 185 50 90 1410 215 90 1505 160
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 255 360 190 225 185 50 90 1410 215 90 1505 160
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 255 360 190 225 185 50 90 1410 215 90 1505 160

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.24 1.76 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1773 2502 1425 1425 3365 910 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.14 0.14 0.13 0.16 0.05 0.05 0.06 0.49 0.00 0.06 0.53 0.11
 Crit Volume: 205 225 90 753
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:
 Base Vol: 20 195 665 20 245 110 110 985 15 365 1360 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 195 665 20 245 110 110 985 15 365 1360 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 195 665 20 245 110 110 985 15 365 1360 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 195 665 20 245 110 110 985 15 365 1360 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 195 665 20 245 110 110 985 15 365 1360 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 195 665 20 245 110 110 985 15 365 1360 35

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2778 72

Capacity Analysis Module:
 Vol/Sat: 0.01 0.14 0.23 0.01 0.09 0.08 0.08 0.35 0.01 0.13 0.49 0.49
 Crit Volume: 195 20 110 698
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase						
Rights:	Ignore		Include		Include		Ignore						
Min. Green:	0	0	0	0	0	0	0	0					
Lanes:	1	0	2	0	1	2	0	1	1	0	0	1	0

Volume Module:
Base Vol: 85 280 80 100 315 35 65 0 15 130 0 310
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 280 80 100 315 35 65 0 15 130 0 310
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 280 80 100 315 35 65 0 15 130 0 310
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 280 0 100 315 35 65 0 15 130 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 280 0 100 315 35 65 0 15 130 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 280 0 100 315 35 65 0 15 130 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.80 0.20 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2475 275 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.10 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.09 0.00 0.00
Crit Volume: 85 175 65 130
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	1	0	0	1	0	1	0	1	0	0	1	0

Volume Module:
Base Vol: 10 5 175 75 5 185 130 480 0 30 445 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 175 75 5 185 130 480 0 30 445 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 175 75 5 185 130 480 0 30 445 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 175 75 5 185 130 480 0 30 445 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 175 75 5 185 130 480 0 30 445 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 175 75 5 185 130 480 0 30 445 75

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.03 0.97 1.00 0.03 0.97 0.43 1.57 0.00 0.11 1.62 0.27
Final Sat.: 1500 42 1458 1500 39 1461 639 2361 0 164 2427 409

Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.12 0.05 0.13 0.13 0.20 0.20 0.00 0.18 0.18 0.18
Crit Volume: 180 75 130 275
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	40	70	5	25	25	245	360	575	5	10	600	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	25	25	245	360	575	5	10	600	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	25	25	245	360	575	5	10	600	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	25	25	245	360	575	5	10	600	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	25	25	245	360	575	5	10	600	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	25	25	245	360	575	5	10	600	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.17	0.83	1.00	0.77	1.22	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	254	1246	1500	1149	1835	16	47	2791	163

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.10	0.02	0.16	0.31	0.31	0.31	0.21	0.22	0.21
Crit Volume:	40			245	360					323		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	175	25	125	10	5	30	15	735	20	15	820	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	25	125	10	5	30	15	735	20	15	820	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	25	125	10	5	30	15	735	20	15	820	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	25	125	10	5	30	15	735	20	15	820	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	125	10	5	30	15	735	20	15	820	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	125	10	5	30	15	735	20	15	820	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.17	0.83	1.00	0.14	0.86	0.04	1.91	0.05	0.03	1.90	0.07
Final Sat.:	1500	250	1250	1500	214	1286	58	2864	78	52	2844	104

Capacity Analysis Module:

Vol/Sat:	0.12	0.10	0.10	0.01	0.02	0.02	0.26	0.26	0.26	0.29	0.29	0.29
Crit Volume:	175			35	15					433		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	65	0	45	10	5	30	20	700	40	20	1060	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	0	45	10	5	30	20	700	40	20	1060	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	45	10	5	30	20	700	40	20	1060	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	0	45	10	5	30	20	700	40	20	1060	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	45	10	5	30	20	700	40	20	1060	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	0	45	10	5	30	20	700	40	20	1060	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.18	0.82	0.22	0.11	0.67	0.05	1.84	0.11	0.04	1.93	0.03
Final Sat.:	1500	273	1227	333	167	1000	79	2763	158	55	2904	41

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.04	0.03	0.03	0.03	0.25	0.25	0.25	0.37	0.36	0.37
Crit Volume:	65			45	20					548		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	40	0	145	160	715	0	0	970	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	40	0	145	160	715	0	0	970	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	40	0	145	160	715	0	0	970	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	40	0	145	160	715	0	0	970	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	40	0	145	160	715	0	0	970	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	40	0	145	160	715	0	0	970	225

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.43	0.57	1.00	1.00	2.00	0.00	1.00	1.62	0.38
Final Sat.:	0	1200	0	519	681	1200	1200	2400	0	1200	1948	452

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.12	0.13	0.30	0.00	0.00	0.50	0.50
Crit Volume:	0			145	160					598		
Crit Moves:				****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Ignore		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	565	0	520	50	440	0	0	1020	630
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	565	0	520	50	440	0	0	1020	630
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	565	0	520	50	440	0	0	1020	630
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	565	0	0	50	440	0	0	1020	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	565	0	0	50	440	0	0	1020	630
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	565	0	0	50	440	0	0	1020	630

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.15	0.00	0.00	0.34	0.42
Crit Volume:	0	565	0	50	440	0	630	0	0	630	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected Include		Protected Include		Protected Include		Protected Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	225	0	200	215	1460	0	0	1055	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	225	0	200	215	1460	0	0	1055	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	225	0	200	215	1460	0	0	1055	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	225	0	200	215	1460	0	0	1055	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	225	0	200	215	1460	0	0	1055	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	225	0	200	215	1460	0	0	1055	220

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.48	0.52
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3537	738

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.14	0.15	0.51	0.00	0.00	0.30	0.30
Crit Volume:	0	225	0	730	0	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 101 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:															
Base Vol:	0	520	105	15	350	130	205	1605	5	115	1150	140			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	520	105	15	350	130	205	1605	5	115	1150	140			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	520	105	15	350	130	205	1605	5	115	1150	140			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	520	105	15	350	130	205	1605	5	115	1150	140			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	520	105	15	350	130	205	1605	5	115	1150	140			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	520	105	15	350	130	205	1605	5	115	1150	140			

Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:															
Vol/Sat:	0.00	0.16	0.07	0.01	0.11	0.08	0.13	0.50	0.00	0.07	0.36	0.09			
Crit Moves:	****			****			****		****			****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.850
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 40 70 320 220 105 25 25 1840 30 90 1275 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 70 320 220 105 25 25 1840 30 90 1275 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 70 320 220 105 25 25 1840 30 90 1275 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 70 320 220 105 25 25 1840 30 90 1275 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 320 220 105 25 25 1840 30 90 1275 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 70 320 220 105 25 25 1840 30 90 1275 195

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.36 0.64 1.00 0.68 0.32 1.00 1.00 2.95 0.05 1.00 2.60 0.40
Final Sat.: 582 1018 1600 1083 517 1600 1600 4723 77 1600 4163 637

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.20 0.14 0.20 0.02 0.02 0.39 0.39 0.06 0.31 0.31
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 30 35 110 15 115 160 905 0 5 715 390
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 30 35 110 15 115 160 905 0 5 715 390
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 30 35 110 15 115 160 905 0 5 715 390
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 30 35 110 15 115 160 905 0 5 715 390
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 35 110 15 115 160 905 0 5 715 390
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 35 110 15 115 160 905 0 5 715 390
OvlAdjVol: 275

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 0.86 1.00 1.76 0.24 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1371 1600 2816 384 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.07 0.10 0.28 0.00 0.00 0.22 0.24
OvlAdjV/S: 0.17
Crit Moves: **** **

2023 Without Project AM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2023 AM Peak - WO Project W ICTF

Scenario: Scenario Report
 2023 WO Project AM Peak

Command: 2023 WO Project AM Peak
 Volume: 2023 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2023 AM Peak - WO Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.806	D xxxxx	0.806	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.451	A xxxxx	0.451	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.671	B xxxxx	0.671	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.431	A xxxxx	0.431	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.422	A xxxxx	0.422	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.657	B xxxxx	0.657	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.785	C xxxxx	0.785	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	25	0	0	260	670	0	0	0	10	360	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	25	0	0	260	670	0	0	0	10	360	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	25	0	0	260	670	0	0	0	10	360	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	25	0	0	260	670	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	25	0	0	260	670	0	0	0	10	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	25	0	0	260	670	0	0	0	10	360	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.08	0.23	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Pier S Ave, Ocean Blvd.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      170 0 0      200 345 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0      170 0 0      200 345 0      0 0 0 0
Added Vol:     0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      170 0 0      200 345 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.06 0.00 0.00 0.13 0.11 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.806
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    96           Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Ovl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      545 0 670 0 0 0 0 0 2630 345 0 2105 25
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    545 0 670 0 0 0 0 0 2630 345 0 2105 25
Added Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   545 0 670 0 0 0 0 0 2630 345 0 2105 25
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    545 0 0 0 0 0 0 0 2630 345 0 2105 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   545 0 0 0 0 0 0 0 2630 345 0 2105 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   545 0 0 0 0 0 0 0 2630 345 0 2105 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.24 0.00 0.49 0.00
Crit Volume:   273          0          877          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 245 210 0 440 0 0 0 0 0 435 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 245 0 0 217
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 135 15 305 70 25 5 10 245 35 250 170 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 15 305 70 25 5 10 245 35 250 170 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 15 305 70 25 5 10 245 35 250 170 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 135 15 305 70 25 5 10 245 0 250 170 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 15 305 70 25 5 10 245 0 250 170 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 135 15 305 70 25 5 10 245 0 250 170 75

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.67 0.33 0.08 1.92 1.00 1.00 0.70 0.30
Final Sat.: 2880 1600 1600 1600 2667 533 125 3075 1600 1600 1115 485

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.19 0.04 0.01 0.01 0.08 0.08 0.00 0.16 0.15 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.647
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 110 105 105 75 55 80 35 770 30 45 1465 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 110 105 105 75 55 80 35 770 30 45 1465 270
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 110 105 105 75 55 80 35 770 30 45 1465 270
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 110 105 105 75 55 80 35 770 30 45 1465 270
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 110 105 105 75 55 80 35 770 30 45 1465 270
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 110 105 105 75 55 80 35 770 30 45 1465 270

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
 Final Sat.: 1600 800 800 571 419 610 1600 4620 180 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.17 0.17 0.03 0.31 0.17
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 45 310 50 250 240 110 35 850 225 55 1195 370
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 310 50 250 240 110 35 850 225 55 1195 370
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 310 50 250 240 110 35 850 225 55 1195 370
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 310 50 250 240 110 35 850 225 55 1195 370
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 310 50 250 240 110 35 850 225 55 1195 370
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 310 50 250 240 110 35 850 225 55 1195 370

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.37 0.63 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3795 1005 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.03 0.16 0.08 0.07 0.02 0.22 0.22 0.03 0.25 0.23
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 200 80 15 255 100 20 40 845 95 30 1020 265
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 200 80 15 255 100 20 40 845 95 30 1020 265
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 200 80 15 255 100 20 40 845 95 30 1020 265
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 80 0 255 100 0 40 845 95 30 1020 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 80 0 255 100 0 40 845 95 30 1020 265
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 200 80 0 255 100 0 40 845 95 30 1020 265

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.13 0.03 0.00 0.16 0.03 0.00 0.03 0.20 0.20 0.02 0.32 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 15 0 150 205 1005 0 0 1270 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 15 0 150 205 1005 0 0 1270 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 15 0 150 205 1005 0 0 1270 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 150 205 1005 0 0 1270 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 150 205 1005 0 0 1270 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 15 0 150 205 1005 0 0 1270 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
Crit Volume: 0 15 205 423
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B
Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 155 195 55 165 195 40 30 1075 295 55 1290 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 155 195 55 165 195 40 30 1075 295 55 1290 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 195 55 165 195 40 30 1075 295 55 1290 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 155 195 55 165 195 40 30 1075 0 55 1290 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 195 55 165 195 40 30 1075 0 55 1290 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 155 195 55 165 195 40 30 1075 0 55 1290 120
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.33 1.67 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 1893 2382 1425 1425 3547 728 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.04 0.12 0.05 0.05 0.02 0.38 0.00 0.04 0.45 0.08
Crit Volume: 117 165 30 645
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 20 170 540 25 240 120 115 840 20 375 975 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 170 540 25 240 120 115 840 20 375 975 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 170 540 25 240 120 115 840 20 375 975 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 170 540 25 240 120 115 840 20 375 975 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 170 540 25 240 120 115 840 20 375 975 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 170 540 25 240 120 115 840 20 375 975 45
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2724 126
Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.19 0.02 0.08 0.08 0.08 0.29 0.01 0.13 0.36 0.36
Crit Volume: 170 25 115 510
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	140	270	110	175	345	30	90	10	160	85	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	270	110	175	345	30	90	10	160	85	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	270	110	175	345	30	90	10	160	85	10	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	270	0	175	345	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	270	0	175	345	30	90	10	160	85	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	270	0	175	345	30	90	10	160	85	10	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2530	220	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.14	0.14	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140			188			170			95		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	30	85	5	140	110	285	10	155	330	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	285	10	155	330	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	140	110	285	10	155	330	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	285	10	155	330	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	285	10	155	330	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	140	110	285	10	155	330	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.54	1.41	0.05	0.57	1.21	0.22
Final Sat.:	1500	214	1286	1500	52	1448	815	2111	74	853	1817	330

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145			110			273		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	30	20	10	25	160	240	370	305	135	25	445	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	10	25	160	240	370	305	135	25	445	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	10	25	160	240	370	305	135	25	445	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	10	25	160	240	370	305	135	25	445	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	10	25	160	240	370	305	135	25	445	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	10	25	160	240	370	305	135	25	445	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.67	0.33	0.12	0.88	1.00	0.92	0.75	0.33	0.10	1.80	0.10
Final Sat.:	1500	1000	500	176	1324	1500	1370	1130	500	152	2697	152

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.12	0.16	0.27	0.27	0.27	0.17	0.16	0.17
Crit Volume:	30			240	370					248		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	145	10	40	20	20	15	20	690	105	45	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	10	40	20	20	15	20	690	105	45	630	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	10	40	20	20	15	20	690	105	45	630	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	10	40	20	20	15	20	690	105	45	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	10	40	20	20	15	20	690	105	45	630	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	10	40	20	20	15	20	690	105	45	630	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.57	0.43	0.05	1.69	0.26	0.13	1.84	0.03
Final Sat.:	1500	300	1200	1500	857	643	74	2540	387	197	2759	44

Capacity Analysis Module:

Vol/Sat:	0.10	0.03	0.03	0.01	0.02	0.02	0.27	0.27	0.27	0.23	0.23	0.23
Crit Volume:	145			35	408					45		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	25	20	5	20	5	830	5	20	685	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	25	20	5	20	5	830	5	20	685	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	25	20	5	20	5	830	5	20	685	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	25	20	5	20	5	830	5	20	685	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	25	20	5	20	5	830	5	20	685	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	25	20	5	20	5	830	5	20	685	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.45	0.11	0.44	0.01	1.98	0.01	0.05	1.92	0.03
Final Sat.:	0	1500	1500	667	167	667	18	2964	18	84	2874	42

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.24	0.24	0.24
Crit Volume:			25	20					420	20		
Crit Moves:	****	****							****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	120	0	180	90	755	0	0	670	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	120	0	180	90	755	0	0	670	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	180	90	755	0	0	670	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	180	90	755	0	0	670	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	180	90	755	0	0	670	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	120	0	180	90	755	0	0	670	85

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.80	0.20	1.00	1.00	2.00	0.00	1.00	1.77	0.23
Final Sat.:	0	1200	0	960	240	1200	1200	2400	0	1200	2130	270

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.08	0.31	0.00	0.00	0.31	0.31
Crit Volume:						180	90				378	
Crit Moves:				****	****			****	****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	0	0	480	0	320	50	450	0	0	395	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	480	0	320	50	450	0	0	395	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	0	320	50	450	0	0	395	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	480	0	0	50	450	0	0	395	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	0	50	450	0	0	395	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	0	50	450	0	0	395	455

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.03	0.15	0.00	0.00	0.13	0.30
Crit Volume:	0	480	0	50	0	0	455	0	0	0	455	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	1 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	185	0	220	215	1005	0	0	1000	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	185	0	220	215	1005	0	0	1000	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	185	0	220	215	1005	0	0	1000	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	185	0	220	215	1005	0	0	1000	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	185	0	220	215	1005	0	0	1000	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	185	0	220	215	1005	0	0	1000	195

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3577	698

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.15	0.35	0.00	0.00	0.28	0.28
Crit Volume:	0	0	0	220	215	0	0	0	0	0	398	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	120	215	100	15	290	85	60	1170	30	75	1415	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	215	100	15	290	85	60	1170	30	75	1415	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	215	100	15	290	85	60	1170	30	75	1415	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	215	100	15	290	85	60	1170	30	75	1415	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	215	100	15	290	85	60	1170	30	75	1415	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	215	100	15	290	85	60	1170	30	75	1415	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.06	0.01	0.09	0.05	0.04	0.37	0.02	0.05	0.44	0.07
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 50 25 105 205 75 45 10 1240 20 90 1735 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 25 105 205 75 45 10 1240 20 90 1735 90
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 25 105 205 75 45 10 1240 20 90 1735 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 25 105 205 75 45 10 1240 20 90 1735 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 25 105 205 75 45 10 1240 20 90 1735 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 25 105 205 75 45 10 1240 20 90 1735 90

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.85 0.15
Final Sat.: 1067 533 1600 1171 429 1600 1600 4724 76 1600 4563 237

Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.38 0.38
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 5 115 70 145 150 620 10 25 715 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 5 115 70 145 150 620 10 25 715 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 5 115 70 145 150 620 10 25 715 280
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 5 115 70 145 150 620 10 25 715 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 5 115 70 145 150 620 10 25 715 280
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 5 115 70 145 150 620 10 25 715 280
OvlAdjVol: 135

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 1.43 0.29 1.24 0.76 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 457 2286 457 1989 1211 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.06 0.06 0.09 0.09 0.19 0.01 0.02 0.22 0.17
OvlAdjV/S: 0.08
Crit Moves: **** **

2023 Without Project MD Peak Hour

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Scenario: 2023 WO Project MD Peak Scenario Report
 Command: 2023 WO Project MD Peak
 Volume: 2023 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ C	Del/ LOS	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.301	A xxxxx	0.301	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.571	A xxxxx	0.571	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.677	B xxxxx	0.677	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.240	A xxxxx	0.240	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.547	A xxxxx	0.547	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.523	A xxxxx	0.523	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	55	0	0	90	435	0	0	0	5	210	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	0	0	90	435	0	0	0	5	210	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	55	0	0	90	435	0	0	0	5	210	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	55	0	0	90	435	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	55	0	0	90	435	0	0	0	5	210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	55	0	0	90	435	0	0	0	5	210	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 10 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 10 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 10 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 10 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 10 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 10 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.301
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include        Include        Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 200 0 0 110 420 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 200 0 0 110 420 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 200 0 0 110 420 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 200 0 0 110 420 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 200 0 0 110 420 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 200 0 0 110 420 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.07 0.00 0.00 0.07 0.13 0.00 0.00 0.00 0.00
Crit Moves:      ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.480
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    36           Level Of Service:      A
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         435 0 340 0 0 0 0 1380 30 0 1400 30
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     435 0 340 0 0 0 0 1380 30 0 1400 30
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     435 0 340 0 0 0 0 1380 30 0 1400 30
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      435 0 0 0 0 0 0 1380 30 0 1400 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    435 0 0 0 0 0 0 1380 30 0 1400 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    435 0 0 0 0 0 0 1380 30 0 1400 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.15 0.00 0.00 0.00 0.00 0.00 0.00 0.32 0.02 0.00 0.33 0.00
Crit Volume:     217                0                0                467
Crit Moves:      ****                ****                ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 360 295 5 400 0 0 0 0 0 425 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 360 295 5 400 0 0 0 0 425 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 360 295 5 400 0 0 0 0 425 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 360 295 5 400 0 0 0 0 425 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 360 295 5 400 0 0 0 0 425 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 360 295 5 400 0 0 0 0 425 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.25 0.21 0.00 0.14 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 360 5 0 213
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 135 15 155 50 40 5 10 220 40 250 200 160
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 15 155 50 40 5 10 220 40 250 200 160
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 15 155 50 40 5 10 220 40 250 200 160
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 135 15 155 50 40 5 10 220 0 250 200 160
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 15 155 50 40 5 10 220 0 250 200 160
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 135 15 155 50 40 5 10 220 0 250 200 160

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.78 0.22 0.09 1.91 1.00 0.82 0.66 0.52
Final Sat.: 2880 1600 1600 1600 2844 356 139 3061 1600 1311 1049 839

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.10 0.03 0.01 0.01 0.07 0.07 0.00 0.19 0.19 0.19
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 110 95 180 165 85 110 35 1085 45 45 1085 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 95 180 165 85 110 35 1085 45 45 1085 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 95 180 165 85 110 35 1085 45 45 1085 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 95 180 165 85 110 35 1085 45 45 1085 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 95 180 165 85 110 35 1085 45 45 1085 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 95 180 165 85 110 35 1085 45 45 1085 220

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.35 0.65 0.46 0.24 0.30 1.00 2.88 0.12 1.00 3.00 1.00
Final Sat.: 1600 553 1047 733 378 489 1600 4609 191 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.17 0.17 0.10 0.22 0.22 0.02 0.24 0.24 0.03 0.23 0.14
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 230 60 175 160 120 80 920 25 50 1010 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 230 60 175 160 120 80 920 25 50 1010 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 230 60 175 160 120 80 920 25 50 1010 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 230 60 175 160 120 80 920 25 50 1010 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 230 60 175 160 120 80 920 25 50 1010 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 230 60 175 160 120 80 920 25 50 1010 250

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.92 0.08 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4673 127 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.04 0.11 0.05 0.08 0.05 0.20 0.20 0.03 0.21 0.16
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 105 75 0 125 80 15 55 815 75 15 905 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 105 75 0 125 80 15 55 815 75 15 905 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 105 75 0 125 80 15 55 815 75 15 905 205
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 105 75 0 125 80 0 55 815 75 15 905 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 105 75 0 125 80 0 55 815 75 15 905 205
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 105 75 0 125 80 0 55 815 75 15 905 205

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4396 404 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.07 0.02 0.00 0.08 0.03 0.00 0.03 0.19 0.19 0.01 0.28 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 20 0 215 155 1020 0 0 880 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 215 155 1020 0 0 880 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 215 155 1020 0 0 880 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 215 155 1020 0 0 880 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 215 155 1020 0 0 880 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 215 155 1020 0 0 880 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.11 0.24 0.00 0.00 0.21 0.02
Crit Volume: 0 215 0 293
Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	210	195	105	215	260	80	100	950	215	105	1005	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	195	105	215	260	80	100	950	215	105	1005	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	195	105	215	260	80	100	950	215	105	1005	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	195	105	215	260	80	100	950	0	105	1005	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	195	105	215	260	80	100	950	0	105	1005	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	210	195	105	215	260	80	100	950	0	105	1005	195

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3269	1006	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.15	0.08	0.08	0.07	0.33	0.00	0.07	0.35	0.14
Crit Volume:	135			215			100			503		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2

Volume Module:

Base Vol:	5	145	340	20	120	115	90	860	15	210	940	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	145	340	20	120	115	90	860	15	210	940	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	145	340	20	120	115	90	860	15	210	940	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	145	340	20	120	115	90	860	15	210	940	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	145	340	20	120	115	90	860	15	210	940	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	145	340	20	120	115	90	860	15	210	940	25

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2776	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.12	0.01	0.04	0.08	0.06	0.30	0.01	0.07	0.34	0.34
Crit Volume:	145			20			90			483		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	145	390	45	60	0	60	40	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	235	45	145	390	45	60	0	60	40	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	145	390	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218			60			40		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	410	0	30	330	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	410	0	30	330	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	410	0	30	330	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	410	0	30	330	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	410	0	30	330	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	410	0	30	330	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	411	2589	0	231	2538	231

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:				140	10		238			30		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	30	30	10	5	95	125	185	415	35	15	365	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	10	5	95	125	185	415	35	15	365	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	10	5	95	125	185	415	35	15	365	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	10	5	95	125	185	415	35	15	365	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	415	35	15	365	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	10	5	95	125	185	415	35	15	365	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.86	0.28	0.04	0.96	1.00	0.58	1.31	0.11	0.07	1.83	0.10
Final Sat.:	1286	1286	429	67	1433	1500	874	1961	165	113	2738	150

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.13	0.13	0.13
Crit Volume:	30			125	185					200		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	170	20	70	5	10	25	20	465	50	20	515	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	20	70	5	10	25	20	465	50	20	515	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	20	70	5	10	25	20	465	50	20	515	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	20	70	5	10	25	20	465	50	20	515	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	20	70	5	10	25	20	465	50	20	515	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	20	70	5	10	25	20	465	50	20	515	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.29	0.71	0.07	1.74	0.19	0.07	1.89	0.04
Final Sat.:	1500	333	1167	1500	429	1071	112	2607	280	110	2835	55

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.18	0.18	0.18	0.18	0.18
Crit Volume:	170					35	20				273	
Crit Moves:	****					****	****			****	****	

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Level Of Service Computation Report
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Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.240
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	15	15	0	10	10	590	5	10	615	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	15	0	10	10	590	5	10	615	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	15	0	10	10	590	5	10	615	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	15	0	10	10	590	5	10	615	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	15	0	10	10	590	5	10	615	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	15	0	10	10	590	5	10	615	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.60	0.00	0.40	0.03	1.95	0.02	0.03	1.92	0.05
Final Sat.:	0	1500	1500	900	0	600	50	2926	25	47	2883	70

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.20	0.20	0.20	0.21	0.21	0.21
Crit Volume:		15	15			10				320		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
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Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	25	0	125	120	665	0	0	605	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	125	120	665	0	0	605	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	125	120	665	0	0	605	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	125	120	665	0	0	605	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	125	120	665	0	0	605	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	125	120	665	0	0	605	55

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.33	0.67	1.00	1.00	2.00	0.00	1.00	1.83	0.17
Final Sat.:	0	1200	0	400	800	1200	1200	2400	0	1200	2200	200

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.28	0.00	0.00	0.28	0.28
Crit Volume:						125	120			330		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 350 0 345 45 265 0 0 330 360
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 350 0 345 45 265 0 0 330 360
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 350 0 345 45 265 0 0 330 360
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 350 0 0 45 265 0 0 330 360
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 350 0 0 45 265 0 0 330 360
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 350 0 0 45 265 0 0 330 360

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.03 0.09 0.00 0.00 0.11 0.24
Crit Volume: 0 350 45 360
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 155 0 115 190 1145 0 0 1105 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 155 0 115 190 1145 0 0 1105 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 155 0 115 190 1145 0 0 1105 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 155 0 115 190 1145 0 0 1105 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 155 0 115 190 1145 0 0 1105 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 155 0 115 190 1145 0 0 1105 200

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.54 0.46
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3620 655

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.08 0.13 0.40 0.00 0.00 0.31 0.31
Crit Volume: 0 155 190 435
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	325	130	10	245	85	90	1165	10	0	1090	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	325	130	10	245	85	90	1165	10	0	1090	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	325	130	10	245	85	90	1165	10	0	1090	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	325	130	10	245	85	90	1165	10	0	1090	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	325	130	10	245	85	90	1165	10	0	1090	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	325	130	10	245	85	90	1165	10	0	1090	120

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.10	0.08	0.01	0.08	0.05	0.06	0.36	0.01	0.00	0.34	0.08
Crit Moves:	****		****		****		****		****		****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.684
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 35 40 250 210 60 50 15 1280 20 95 1295 175
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 40 250 210 60 50 15 1280 20 95 1295 175
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 40 250 210 60 50 15 1280 20 95 1295 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 40 250 210 60 50 15 1280 20 95 1295 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 40 250 210 60 50 15 1280 20 95 1295 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 40 250 210 60 50 15 1280 20 95 1295 175

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.47 0.53 1.00 0.78 0.22 1.00 1.00 2.95 0.05 1.00 2.64 0.36
 Final Sat.: 747 853 1600 1244 356 1600 1600 4726 74 1600 4229 571

Capacity Analysis Module:
 Vol/Sat: 0.02 0.05 0.16 0.13 0.17 0.03 0.01 0.27 0.27 0.06 0.31 0.31
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 30 20 110 65 140 220 655 15 50 555 400
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 30 20 110 65 140 220 655 15 50 555 400
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 30 20 110 65 140 220 655 15 50 555 400
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 30 20 110 65 140 220 655 15 50 555 400
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 30 20 110 65 140 220 655 15 50 555 400
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 30 20 110 65 140 220 655 15 50 555 400
 OvlAdjVol: 260

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.20 0.80 1.26 0.74 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 1920 1280 2011 1189 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.02 0.05 0.05 0.09 0.14 0.20 0.01 0.03 0.17 0.25
 OvlAdjV/S: 0.16
 Crit Moves: **** **

2023 Without Project PM Peak Hour

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Scenario: Scenario Report
 2023 WO Project PM Peak

Command: 2023 WO Project PM Peak
 Volume: 2023 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 2	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 4	A xxxxx	0.297	A xxxxx	0.297	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.574	A xxxxx	0.574	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.690	B xxxxx	0.690	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.902	E xxxxx	0.902	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.462	A xxxxx	0.462	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.857	D xxxxx	0.857	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.792	C	xxxxx 0.792	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.614	B	xxxxx 0.614	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

 Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 2 0 2 0 0 0 1 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 65 0 0 95 600 0 0 0 0 15 320 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 65 0 0 95 600 0 0 0 0 15 320 270
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 65 0 0 95 600 0 0 0 0 15 320 270
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 0 65 0 0 95 600 0 0 0 0 15 320 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 65 0 0 95 600 0 0 0 0 15 320 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 0 65 0 0 95 600 0 0 0 0 15 320 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 0 0 3200 2880 0 0 0 1600 3200 1600
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.21 0.00 0.00 0.00 0.01 0.10 0.00
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.303
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 1      1 1 0 0 0      2 0 1 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      110 0 0 0      65 540 0 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0      2880 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.03 0.00 0.00 0.02 0.17 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.331
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    26           Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
Added Vol:    0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
Reduct Vol:   0 0 0 0      0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 115 0 0      0 0 225 85 0 0 0 0 0 515 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:   0 3200 0 0      0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.04 0.00 0.00 0.07 0.05 0.00 0.00 0.00 0.00 0.16 0.08
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.297
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include        Include        Include
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:           0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 225 0 0      115 380 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 225 0 0      115 380 0 0 0 0
Added Vol:       0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:     0 0 0 225 0 0      115 380 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 225 0 0      115 380 0 0 0 0
Reduct Vol:     0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:    0 0 0 225 0 0      115 380 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 225 0 0      115 380 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00
Final Sat.:     0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00
Crit Moves:      ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.777
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    83           Level Of Service:      C
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Ovl             Ignore
Min. Green:       0 0 0 0 0      0 0 0 0 0      0 0 0 0 0      0 0 0 0 0
Lanes:           2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         555 0 510 0 0 0      0 2490 240 0 2325 40
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     555 0 510 0 0 0      0 2490 240 0 2325 40
Added Vol:       0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:     555 0 510 0 0 0      0 2490 240 0 2325 40
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     555 0 0 0 0 0      0 2490 240 0 2325 0
Reduct Vol:     0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:    555 0 0 0 0 0      0 2490 240 0 2325 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    555 0 0 0 0 0      0 2490 240 0 2325 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:     2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.17 0.00 0.54 0.00
Crit Volume:     278                0                830                0
Crit Moves:      ****                ****                ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	340	190	0	100	0	0	0	0	170	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	340	190	0	100	0	0	0	0	170	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	340	190	0	100	0	0	0	0	170	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	340	190	0	100	0	0	0	0	170	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	340	190	0	100	0	0	0	0	170	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	340	190	0	100	0	0	0	0	170	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	2850	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.24	0.13	0.00	0.04	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Volume:	340			0			0		85			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	155	10	185	35	15	10	50	120	255	325	145	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	10	185	35	15	10	50	120	255	325	145	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	10	185	35	15	10	50	120	255	325	145	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	155	10	185	35	15	10	50	120	0	325	145	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	10	185	35	15	10	50	120	0	325	145	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	155	10	185	35	15	10	50	120	0	325	145	180

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.20	0.80	0.59	1.41	1.00	1.00	0.45	0.55
Final Sat.:	2880	1600	1600	1600	1920	1280	941	2259	1600	1600	714	886

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.12	0.02	0.01	0.01	0.05	0.05	0.00	0.20	0.20	0.20
Crit Moves:	****		****	****			****		****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1545 20 55 1305 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 35 100 185 35 85 30 1545 20 55 1305 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 35 100 185 35 85 30 1545 20 55 1305 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 35 100 185 35 85 30 1545 20 55 1305 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1545 20 55 1305 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 35 100 185 35 85 30 1545 20 55 1305 175

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.27 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 295 95 345 225 165 85 1270 10 30 1140 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 295 95 345 225 165 85 1270 10 30 1140 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 295 95 345 225 165 85 1270 10 30 1140 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 295 95 345 225 165 85 1270 10 30 1140 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 295 95 345 225 165 85 1270 10 30 1140 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 295 95 345 225 165 85 1270 10 30 1140 305

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 38 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 335 150 30 155 155 25 30 1225 355 20 1210 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 335 150 30 155 155 25 30 1225 355 20 1210 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 150 30 155 155 25 30 1225 355 20 1210 130
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 335 150 0 155 155 0 30 1225 355 20 1210 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 150 0 155 155 0 30 1225 355 20 1210 130
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 335 150 0 155 155 0 30 1225 355 20 1210 130

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.21 0.05 0.00 0.10 0.05 0.00 0.02 0.33 0.33 0.01 0.38 0.08
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 65 0 360 140 1485 0 0 1605 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 65 0 360 140 1485 0 0 1605 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 65 0 360 140 1485 0 0 1605 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 65 0 360 140 1485 0 0 1605 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04
Crit Volume: 0 360 0 535
Crit Moves: **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 280 350 185 215 190 50 100 1310 220 90 1520 150
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 350 185 215 190 50 100 1310 220 90 1520 150
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 350 185 215 190 50 100 1310 220 90 1520 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 280 350 185 215 190 50 100 1310 0 90 1520 150
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 350 185 215 190 50 100 1310 0 90 1520 150
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 280 350 185 215 190 50 100 1310 0 90 1520 150

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.33 1.67 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1900 2375 1425 1425 3384 891 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.13 0.15 0.06 0.06 0.07 0.46 0.00 0.06 0.53 0.11
 Crit Volume: 210 215 100 760
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 98 Level Of Service: D

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 15 295 585 30 280 140 125 970 10 315 1365 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 295 585 30 280 140 125 970 10 315 1365 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 295 585 30 280 140 125 970 10 315 1365 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 295 585 30 280 140 125 970 10 315 1365 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 295 585 30 280 140 125 970 10 315 1365 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 295 585 30 280 140 125 970 10 315 1365 50

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.01 1.99 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
 Final Sat.: 1425 1433 2842 1425 2850 1425 1425 2850 1425 2850 2749 101

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.21 0.21 0.02 0.10 0.10 0.09 0.34 0.01 0.11 0.50 0.50
 Crit Volume: 293 30 125 708
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Ignore		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:
Base Vol: 85 300 80 105 335 35 70 0 15 115 0 290
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 300 80 105 335 35 70 0 15 115 0 290
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 300 80 105 335 35 70 0 15 115 0 290
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 300 0 105 335 35 70 0 15 115 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 300 0 105 335 35 70 0 15 115 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 300 0 105 335 35 70 0 15 115 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 185 70 115
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1

Volume Module:
Base Vol: 10 0 145 70 0 210 140 515 0 20 450 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 145 70 0 210 140 515 0 20 450 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 145 70 0 210 140 515 0 20 450 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 145 70 0 210 140 515 0 20 450 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 145 70 0 210 140 515 0 20 450 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 145 70 0 210 140 515 0 20 450 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.43 1.57 0.00 0.07 1.69 0.24
Final Sat.: 1500 0 1500 1500 0 1500 641 2359 0 112 2523 364

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.22 0.22 0.00 0.18 0.18 0.18
Crit Volume: 145 70 140 268
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	30	30	285	390	590	5	10	620	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	30	30	285	390	590	5	10	620	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	30	30	285	390	590	5	10	620	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	30	30	285	390	590	5	10	620	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	30	30	285	390	590	5	10	620	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	30	30	285	390	590	5	10	620	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.17	0.83	1.00	0.79	1.20	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	261	1239	1500	1188	1797	15	45	2797	158

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.19	0.33	0.33	0.33	0.22	0.22	0.22
Crit Volume:	40			285	390	333						
Crit Moves:	****			****	****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	165	20	80	5	5	30	20	835	25	15	900	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	20	80	5	5	30	20	835	25	15	900	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	20	80	5	5	30	20	835	25	15	900	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	20	80	5	5	30	20	835	25	15	900	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	20	80	5	5	30	20	835	25	15	900	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	20	80	5	5	30	20	835	25	15	900	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.20	0.80	1.00	0.14	0.86	0.04	1.90	0.06	0.03	1.91	0.06
Final Sat.:	1500	300	1200	1500	214	1286	68	2847	85	48	2857	95

Capacity Analysis Module:

Vol/Sat:	0.11	0.07	0.07	0.00	0.02	0.02	0.29	0.29	0.29	0.31	0.31	0.31
Crit Volume:	165			35	20	472						
Crit Moves:	****			****	****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	0	30	15	5	25	15	820	20	20	1120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	30	15	5	25	15	820	20	20	1120	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	30	15	5	25	15	820	20	20	1120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	30	15	5	25	15	820	20	20	1120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	820	20	20	1120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	30	15	5	25	15	820	20	20	1120	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2877	70	52	2897	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.29	0.28	0.39	0.39	0.39
Crit Volume:	25			45	15					580		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	130	0	210	105	675	0	0	870	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	210	105	675	0	0	870	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	210	105	675	0	0	870	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	210	105	675	0	0	870	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	675	0	0	870	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	210	105	675	0	0	870	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1726	674

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					605		
Crit Moves:				****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1	

Volume Module:

Base Vol:	0	0	0	575	0	425	45	335	0	0	1010	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	575	0	425	45	335	0	0	1010	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	425	45	335	0	0	1010	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	575	0	0	45	335	0	0	1010	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	575	0	0	45	335	0	0	1010	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	575	0	0	45	335	0	0	1010	590

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.03	0.11	0.00	0.00	0.34	0.39
Crit Volume:	0			575			45				590	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	270	0	290	270	1285	0	0	1115	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	270	0	290	270	1285	0	0	1115	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	270	0	290	270	1285	0	0	1115	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	270	0	290	270	1285	0	0	1115	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	0	290	270	1285	0	0	1115	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	270	0	290	270	1285	0	0	1115	205

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3611	664

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.20	0.19	0.45	0.00	0.00	0.31	0.31
Crit Volume:	0					290	270				440	
Crit Moves:				****		****	****				****	

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.857
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	455	125	15	275	105	135	1580	5	115	1165	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	455	125	15	275	105	135	1580	5	115	1165	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	455	125	15	275	105	135	1580	5	115	1165	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	455	125	15	275	105	135	1580	5	115	1165	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	455	125	15	275	105	135	1580	5	115	1165	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	455	125	15	275	105	135	1580	5	115	1165	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.08	0.01	0.09	0.07	0.08	0.49	0.00	0.07	0.36	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 45 70 270 215 85 30 30 1820 25 60 1355 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 70 270 215 85 30 30 1820 25 60 1355 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 70 270 215 85 30 30 1820 25 60 1355 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 70 270 215 85 30 30 1820 25 60 1355 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 70 270 215 85 30 30 1820 25 60 1355 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 70 270 215 85 30 30 1820 25 60 1355 200

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.61 0.39
Final Sat.: 626 974 1600 1147 453 1600 1600 4735 65 1600 4183 617

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.38 0.38 0.04 0.32 0.32
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 35 30 120 15 160 205 930 0 5 780 375
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 35 30 120 15 160 205 930 0 5 780 375
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 35 30 120 15 160 205 930 0 5 780 375
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 35 30 120 15 160 205 930 0 5 780 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 35 30 120 15 160 205 930 0 5 780 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 35 30 120 15 160 205 930 0 5 780 375
OvlAdjVol: 215

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 1.00 0.86 1.78 0.22 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1600 1371 2844 356 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.10 0.13 0.29 0.00 0.00 0.24 0.23
OvlAdjV/S: 0.13
Crit Moves: **** **

2023 Plus Project AM Peak Hour

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Scenario: Scenario Report
 2023 Project AM Peak

Command: 2023 Project AM Peak
 Volume: 2023 Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.805	D xxxxx	0.805	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.708	C xxxxx	0.708	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.676	B xxxxx	0.676	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.412	A xxxxx	0.412	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	40	0	0	260	680	0	0	0	10	360	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	260	680	0	0	0	10	360	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	260	680	0	0	0	10	360	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	40	0	0	260	680	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	0	260	680	0	0	0	10	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	40	0	0	260	680	0	0	0	10	360	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.08	0.24	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 265 0 0 40 490 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 265 0 0 40 490 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 265 0 0 40 490 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 265 0 0 40 490 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 265 0 0 40 490 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 265 0 0 40 490 0 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.01 0.15 0.00 0.00 0.00 0.00
 Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

 Street Name: Pier S Ave Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

 Volume Module:
 Base Vol: 0 200 0 0 170 135 0 0 0 0 630 230
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 200 0 0 170 135 0 0 0 0 630 230
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 200 0 0 170 135 0 0 0 0 630 230
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 200 0 0 170 135 0 0 0 0 630 230
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 200 0 0 170 135 0 0 0 0 630 230
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 200 0 0 170 135 0 0 0 0 630 230

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
 Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.06 0.00 0.00 0.05 0.08 0.00 0.00 0.00 0.00 0.20 0.08
 Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4
Cycle (sec): 100 Critical Vol./Cap.(X): 0.284
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 170 0 0 200 360 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 170 0 0 200 360 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 0 200 360 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 170 0 0 200 360 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 0 200 360 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 170 0 0 200 360 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.00 0.13 0.11 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: D
Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 3 0 1 0 0 3 0 1
Volume Module:
Base Vol: 545 0 665 0 0 0 0 2625 325 0 2100 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 545 0 665 0 0 0 0 2625 325 0 2100 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 545 0 665 0 0 0 0 2625 325 0 2100 35
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 545 0 0 0 0 0 0 2625 325 0 2100 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 545 0 0 0 0 0 0 2625 325 0 2100 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 545 0 0 0 0 0 0 2625 325 0 2100 0
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
Capacity Analysis Module:
Vol/Sat: 0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.23 0.00 0.49 0.00
Crit Volume: 273 0 875 0
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 245 205 0 435 0 0 0 0 0 435 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 245 205 0 435 0 0 0 0 0 435 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 245 205 0 435 0 0 0 0 0 435 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 245 205 0 435 0 0 0 0 0 435 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 245 205 0 435 0 0 0 0 0 435 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 245 205 0 435 0 0 0 0 0 435 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.14 0.00 0.15 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 245 0 0 217
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 110 5 275 70 5 5 10 245 5 235 170 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 5 275 70 5 5 10 245 5 235 170 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 5 275 70 5 5 10 245 5 235 170 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 5 275 70 5 5 10 245 0 235 170 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 5 275 70 5 5 10 245 0 235 170 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 5 275 70 5 5 10 245 0 235 170 75

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.08 1.92 1.00 0.98 0.71 0.31
Final Sat.: 2880 1600 1600 1600 1600 1600 125 3075 1600 1567 1133 500

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.17 0.04 0.00 0.00 0.08 0.08 0.00 0.15 0.15 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 1 0 1

Volume Module:

Base Vol: 110 105 105 75 55 80 35 815 30 45 1480 270
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 105 105 75 55 80 35 815 30 45 1480 270
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 105 105 75 55 80 35 815 30 45 1480 270
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 105 105 75 55 80 35 815 30 45 1480 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 105 105 75 55 80 35 815 30 45 1480 270
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 105 105 75 55 80 35 815 30 45 1480 270

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 800 800 571 419 610 1600 4630 170 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.18 0.18 0.03 0.31 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 310 50 250 240 110 35 895 220 55 1215 365
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 310 50 250 240 110 35 895 220 55 1215 365
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 310 50 250 240 110 35 895 220 55 1215 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 310 50 250 240 110 35 895 220 55 1215 365

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.41 0.59 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3853 947 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected		
Rights:	Ignore			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	1

Volume Module:
Base Vol: 200 55 15 295 70 35 60 845 95 30 1015 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 200 55 15 295 70 35 60 845 95 30 1015 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 200 55 15 295 70 35 60 845 95 30 1015 275
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 200 55 0 295 70 0 60 845 95 30 1015 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 200 55 0 295 70 0 60 845 95 30 1015 275
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 200 55 0 295 70 0 60 845 95 30 1015 275

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.13 0.02 0.00 0.18 0.02 0.00 0.04 0.20 0.20 0.02 0.32 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected		
Rights:	Include			Ovl		
Min. Green:	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0

Volume Module:
Base Vol: 0 0 0 15 0 150 205 1025 0 0 1280 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 15 0 150 205 1025 0 0 1280 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 15 0 150 205 1025 0 0 1280 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 15 0 150 205 1025 0 0 1280 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 15 0 150 205 1025 0 0 1280 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 15 0 150 205 1025 0 0 1280 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
Crit Volume: 0 15 205 427
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Split Phase		Split Phase		Permitted		Permitted						
Rights:	Include		Include		Ignore		Include						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	1	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	155	185	50	165	190	40	5	1095	295	50	1300	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	185	50	165	190	40	5	1095	295	50	1300	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	185	50	165	190	40	5	1095	295	50	1300	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	155	185	50	165	190	40	5	1095	0	50	1300	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	185	50	165	190	40	5	1095	0	50	1300	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	155	185	50	165	190	40	5	1095	0	50	1300	120

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.37	1.63	1.00	1.00	2.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1949	2326	1425	1425	3532	743	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.04	0.12	0.05	0.05	0.00	0.38	0.00	0.04	0.46	0.08
Crit Volume:	113	165		5	650							
Crit Moves:	****	****		****	****							

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	20	150	550	25	220	115	105	830	20	385	975	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	150	550	25	220	115	105	830	20	385	975	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	150	550	25	220	115	105	830	20	385	975	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	150	550	25	220	115	105	830	20	385	975	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	150	550	25	220	115	105	830	20	385	975	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	150	550	25	220	115	105	830	20	385	975	45

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2724	126

Capacity Analysis Module:

Vol/Sat:	0.01	0.11	0.19	0.02	0.08	0.08	0.07	0.29	0.01	0.14	0.36	0.36
Crit Volume:	150	25	105	105	510							
Crit Moves:	****	****	****	****	****							

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 140 265 110 170 340 30 90 10 160 85 10 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 265 110 170 340 30 90 10 160 85 10 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 265 110 170 340 30 90 10 160 85 10 70
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 140 265 0 170 340 30 90 10 160 85 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 265 0 170 340 30 90 10 160 85 10 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 140 265 0 170 340 30 90 10 160 85 10 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.84 0.16 1.00 0.06 0.94 0.89 0.11 1.00
Final Sat.: 1375 2750 1375 2750 2527 223 1375 81 1294 1230 145 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.00 0.06 0.13 0.13 0.07 0.12 0.12 0.07 0.07 0.00
Crit Volume: 140 185 170 95
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:
Base Vol: 0 5 30 85 5 140 110 275 10 155 320 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 30 85 5 140 110 275 10 155 320 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 30 85 5 140 110 275 10 155 320 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 30 85 5 140 110 275 10 155 320 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 30 85 5 140 110 275 10 155 320 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 30 85 5 140 110 275 10 155 320 60

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.14 0.86 1.00 0.03 0.97 0.56 1.39 0.05 0.58 1.20 0.22
Final Sat.: 1500 214 1286 1500 52 1448 835 2089 76 869 1794 336

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.02 0.06 0.10 0.10 0.13 0.13 0.13 0.18 0.18 0.18
Crit Volume: 0 145 110 268
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #16 Harry Bridges Blvd / Avalon Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A
Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 30 20 10 25 160 240 370 295 135 25 435 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 25 160 240 370 295 135 25 435 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 25 160 240 370 295 135 25 435 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 25 160 240 370 295 135 25 435 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 25 160 240 370 295 135 25 435 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 25 160 240 370 295 135 25 435 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.12 0.88 1.00 0.92 0.74 0.34 0.10 1.80 0.10
Final Sat.: 1500 1000 500 176 1324 1500 1388 1106 506 155 2691 155
Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.14 0.12 0.16 0.27 0.27 0.27 0.16 0.16 0.16
Crit Volume: 30 240 370 242
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #17 Harry Bridges Blvd / Fries Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A
Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 140 10 35 20 20 15 20 685 100 40 625 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 10 35 20 20 15 20 685 100 40 625 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 10 35 20 20 15 20 685 100 40 625 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 140 10 35 20 20 15 20 685 100 40 625 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 10 35 20 20 15 20 685 100 40 625 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 140 10 35 20 20 15 20 685 100 40 625 10
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 1.00 0.57 0.43 0.05 1.70 0.25 0.12 1.85 0.03
Final Sat.: 1500 333 1167 1500 857 643 75 2553 373 178 2778 44
Capacity Analysis Module:
Vol/Sat: 0.09 0.03 0.03 0.01 0.02 0.02 0.27 0.27 0.27 0.22 0.22 0.23
Crit Volume: 140 35 403 40
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 25 20 5 20 5 825 5 20 680 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 25 20 5 20 5 825 5 20 680 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 25 20 5 20 5 825 5 20 680 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 25 20 5 20 5 825 5 20 680 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 825 5 20 680 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 25 20 5 20 5 825 5 20 680 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 85 2873 42

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.28 0.28 0.28 0.24 0.24 0.24
Crit Volume: 25 20 418 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 0 120 0 180 90 750 0 0 665 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 120 0 180 90 750 0 0 665 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 120 0 180 90 750 0 0 665 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 180 90 750 0 0 665 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 120 0 180 90 750 0 0 665 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 180 90 750 0 0 665 85

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.80 0.20 1.00 1.00 2.00 0.00 1.00 1.77 0.23
Final Sat.: 0 1200 0 960 240 1200 1200 2400 0 1200 2128 272

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.08 0.31 0.00 0.00 0.31 0.31
Crit Volume: 0 180 90 375
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Figueroa St				Harry Bridges Blvd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted		Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Ignore		Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	0	1	0	1	0	2	0	1	1	0	1	1	0	1	0	1

Volume Module:

Base Vol:	0	0	0	475	0	320	50	445	0	0	390	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	475	0	320	50	445	0	0	390	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	475	0	320	50	445	0	0	390	450
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	475	0	0	50	445	0	0	390	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	475	0	0	50	445	0	0	390	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	475	0	0	50	445	0	0	390	450

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.03	0.15	0.00	0.00	0.13	0.30
Crit Volume:	0	475	0	50	445	0	50	445	0	390	450	450
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St Ramp				PCH													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0										
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	0	0	0	2	1	0

Volume Module:

Base Vol:	0	0	0	155	0	220	215	1005	0	0	1005	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	220	215	1005	0	0	1005	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	155	0	220	215	1005	0	0	1005	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	220	215	1005	0	0	1005	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	220	215	1005	0	0	1005	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	155	0	220	215	1005	0	0	1005	180

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.54	0.46
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3626	649

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.15	0.35	0.00	0.00	0.28	0.28
Crit Volume:	0	220	215	395	0	395	395	395	0	0	395	395
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	115	215	100	15	290	85	60	1140	30	75	1330	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	215	100	15	290	85	60	1140	30	75	1330	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	215	100	15	290	85	60	1140	30	75	1330	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	215	100	15	290	85	60	1140	30	75	1330	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	215	100	15	290	85	60	1140	30	75	1330	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	215	100	15	290	85	60	1140	30	75	1330	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.07	0.06	0.01	0.09	0.05	0.04	0.36	0.02	0.05	0.42	0.07
Crit Moves:	****			****			****			****		

Port of Los Angeles
SCIG
Year 2023 AM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 25 105 205 75 45 10 1220 20 90 1650 90
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 25 105 205 75 45 10 1220 20 90 1650 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 25 105 205 75 45 10 1220 20 90 1650 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 25 105 205 75 45 10 1220 20 90 1650 90

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.84 0.16
Final Sat.: 1067 533 1600 1171 429 1600 1600 4723 77 1600 4552 248

Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.36 0.36
Crit Moves: **** **** **** ****

Port of Los Angeles
SCIG
Year 2023 AM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 5 40 70 145 150 590 10 25 705 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 5 40 70 145 150 590 10 25 705 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 5 40 70 145 150 590 10 25 705 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 5 40 70 145 150 590 10 25 705 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 5 40 70 145 150 590 10 25 705 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 5 40 70 145 150 590 10 25 705 230
OvlAdjVol: 85

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 1.43 0.29 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 457 2286 457 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.04 0.09 0.09 0.18 0.01 0.02 0.22 0.14
OvlAdjV/S: 0.05
Crit Moves: **** **** **** ****

2023 Plus Project MD Peak Hour

 Scenario Report
 Scenario: 2023 Project MD Peak
 Command: 2023 Project MD Peak
 Volume: 2023 Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.370	A	xxxxx 0.370	+ 0.000 V/C
# 2	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.306	A	xxxxx 0.306	+ 0.000 V/C
# 4	A	xxxxx 0.305	A	xxxxx 0.305	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A	xxxxx 0.480	A	xxxxx 0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.405	A	xxxxx 0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A	xxxxx 0.535	A	xxxxx 0.535	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B	xxxxx 0.689	B	xxxxx 0.689	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.633	B	xxxxx 0.633	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.360	A	xxxxx 0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B	xxxxx 0.673	B	xxxxx 0.673	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.496	A	xxxxx 0.496	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.275	A	xxxxx 0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.355	A	xxxxx 0.355	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.323	A	xxxxx 0.323	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.237	A	xxxxx 0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.497	A	xxxxx 0.497	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.538	A	xxxxx 0.538	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B	xxxxx 0.638	B	xxxxx 0.638	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B	xxxxx 0.680	B	xxxxx 0.680	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1		

Volume Module:

Base Vol:	0	70	0	0	90	445	0	0	0	5	210	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	90	445	0	0	0	5	210	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	90	445	0	0	0	5	210	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	70	0	0	90	445	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	90	445	0	0	0	5	210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	70	0	0	90	445	0	0	0	5	210	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	2	0	1	1	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	95	0	0	70	565	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	0	70	565	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	0	70	565	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	0	70	565	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	0	70	565	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	0	70	565	0	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.18	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.306
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Street Name:	Pier S Ave			Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:	Pier S Ave			Ocean Blvd								
Base Vol:	0	110	0	0	200	130	0	0	0	0	400	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	110	0	0	200	130	0	0	0	0	400	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	110	0	0	200	130	0	0	0	0	400	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	110	0	0	200	130	0	0	0	0	400	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	0	0	200	130	0	0	0	0	400	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	110	0	0	200	130	0	0	0	0	400	255

Saturation Flow Module:	Pier S Ave			Ocean Blvd								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:	Pier S Ave			Ocean Blvd								
Vol/Sat:	0.00	0.03	0.00	0.00	0.06	0.08	0.00	0.00	0.00	0.00	0.13	0.09
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	200	0	0	110	435	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	0	110	435	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	0	110	435	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	0	110	435	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	435	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	0	110	435	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.14	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	3

Volume Module:

Base Vol:	435	0	330	0	0	0	0	1375	5	0	1400	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	0	330	0	0	0	0	1375	5	0	1400	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	0	330	0	0	0	0	1375	5	0	1400	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1375	5	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1375	5	0	1400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1375	5	0	1400	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.33	0.00
Crit Volume:	217	0	0	0	0	0	0	0	0	0	467	0
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp																
Approach:	North Bound		South Bound	East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected										
Rights:	Include		Include	Include		Include	Include		Include	Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	360	290	5	395	0	0	0	0	0	425	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	290	5	395	0	0	0	0	0	425	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	290	5	395	0	0	0	0	0	425	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	290	5	395	0	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	290	5	395	0	0	0	0	0	425	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	290	5	395	0	0	0	0	0	425	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360	5					0			213		
Crit Moves:	****	****								****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected	Split Phase		Split Phase	Protected		Protected	Split Phase		Split Phase				
Rights:	Include		Include	Ignore		Ignore	Include		Include	Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	0	1	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	100	5	110	50	10	5	10	220	5	225	200	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	5	110	50	10	5	10	220	5	225	200	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	5	110	50	10	5	10	220	5	225	200	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	5	110	50	10	5	10	220	0	225	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	5	110	50	10	5	10	220	0	225	200	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	5	110	50	10	5	10	220	0	225	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.33	0.67	0.09	1.91	1.00	0.77	0.68	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	139	3061	1600	1231	1094	875

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.03	0.00	0.00	0.07	0.07	0.00	0.18	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: B

Street Name:	Harbor Ave				Anaheim St											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Permitted		Permitted		Protected		Protected									
Rights:	Include		Include		Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1	0	3	0	1

Volume Module:

Base Vol:	110	95	180	165	85	110	35	1140	45	45	1135	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	95	180	165	85	110	35	1140	45	45	1135	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	95	180	165	85	110	35	1140	45	45	1135	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	95	180	165	85	110	35	1140	45	45	1135	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	95	180	165	85	110	35	1140	45	45	1135	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	95	180	165	85	110	35	1140	45	45	1135	220

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	0.46	0.24	0.30	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	553	1047	733	378	489	1600	4618	182	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.10	0.22	0.22	0.02	0.25	0.25	0.03	0.24	0.14
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: B

Street Name:	Santa Fe Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	1	0

Volume Module:

Base Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	230	55	175	160	120	80	975	15	45	1065	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	230	55	175	160	120	80	975	15	45	1065	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	230	55	175	160	120	80	975	15	45	1065	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	230	55	175	160	120	80	975	15	45	1065	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4727	73	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.11	0.05	0.08	0.05	0.21	0.21	0.03	0.22	0.16
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	105	35	0	175	35	35	75	810	75	15	895	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	35	0	175	35	35	75	810	75	15	895	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	35	0	175	35	35	75	810	75	15	895	255
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	35	0	175	35	0	75	810	75	15	895	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	35	0	175	35	0	75	810	75	15	895	255
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	35	0	175	35	0	75	810	75	15	895	255

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4393	407	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.01	0.00	0.11	0.01	0.00	0.05	0.18	0.18	0.01	0.28	0.16
Crit Moves:	****	****		****	****		****	****	****	****	****	

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St														
Approach:	North Bound		South Bound		East Bound		West Bound												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R							
Control:	Protected		Protected		Protected		Protected												
Rights:	Include		Ovl		Include		Ovl												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	20	0	215	155	1040	0	0	895	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	215	155	1040	0	0	895	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	215	155	1040	0	0	895	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	215	155	1040	0	0	895	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	215	155	1040	0	0	895	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	215	155	1040	0	0	895	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.15	0.11	0.24	0.00	0.00	0.21	0.02
Crit Volume:	0			215	0					298		
Crit Moves:				****	****		****	****		****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name:	Henry Ford Ave			Anaheim St												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Split Phase		Split Phase	Permitted		Permitted										
Rights:	Include		Include	Ignore		Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	1	0	1	1	0	2	1	0	1	0	2	0	1	0	1

Volume Module:

Base Vol:	210	185	100	215	250	80	100	965	215	100	1025	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	185	100	215	250	80	100	965	215	100	1025	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	185	100	215	250	80	100	965	215	100	1025	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	185	100	215	250	80	100	965	0	100	1025	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	185	100	215	250	80	100	965	0	100	1025	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	210	185	100	215	250	80	100	965	0	100	1025	195

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	1.41	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2273	2002	1425	1425	3239	1036	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.15	0.08	0.08	0.07	0.34	0.00	0.07	0.36	0.14
Crit Volume:	132			215			100			513		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Street Name:	Alameda St			Anaheim St											
Approach:	North Bound		South Bound	East Bound		West Bound									
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted	Protected		Protected									
Rights:	Ovl		Include	Include		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	120	355	20	85	115	85	860	15	225	940	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	120	355	20	85	115	85	860	15	225	940	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	120	355	20	85	115	85	860	15	225	940	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	120	355	20	85	115	85	860	15	225	940	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	120	355	20	85	115	85	860	15	225	940	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	120	355	20	85	115	85	860	15	225	940	25

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2776	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.12	0.01	0.03	0.08	0.06	0.30	0.01	0.08	0.34	0.34
Crit Volume:	120			20			85			483		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp	Henry Ford Ave-Pier A Wy
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Protected
Rights:	Ignore	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0

Control:	Split Phase	Split Phase
Rights:	Include	Ignore
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 1 0 0 1

Volume Module:

Base Vol:	55 230 45	135 385 45	60 0 60	40 0 210
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	55 230 45	135 385 45	60 0 60	40 0 210
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	55 230 45	135 385 45	60 0 60	40 0 210
User Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
PHF Volume:	55 230 0	135 385 45	60 0 60	40 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	55 230 0	135 385 45	60 0 60	40 0 0
PCE Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
MLF Adj:	1.00 1.00 0.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.00
FinalVolume:	55 230 0	135 385 45	60 0 60	40 0 0

Saturation Flow Module:

Sat/Lane:	1375 1375 1375	1375 1375 1375	1375 1375 1375	1375 1375 1375
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 1.00	2.00 1.79 0.21	1.00 0.00 1.00	1.00 0.00 1.00
Final Sat.:	1375 2750 1375	2750 2462 288	1375 0 1375	1375 0 1375

Capacity Analysis Module:

Vol/Sat:	0.04 0.08 0.00	0.05 0.16 0.04	0.04 0.00 0.04	0.03 0.00 0.00
Crit Volume:	55	215	60	40
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.275
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Broad Ave	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted	Permitted
Rights:	Include	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0

Control:	Permitted	Permitted
Rights:	Include	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0 10 130	10 10 30	65 400 0	30 310 30
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 10 130	10 10 30	65 400 0	30 310 30
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 10 130	10 10 30	65 400 0	30 310 30
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 10 130	10 10 30	65 400 0	30 310 30
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 10 130	10 10 30	65 400 0	30 310 30
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 10 130	10 10 30	65 400 0	30 310 30

Saturation Flow Module:

Sat/Lane:	1500 1500 1500	1500 1500 1500	1500 1500 1500	1500 1500 1500
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 0.07 0.93	1.00 0.25 0.75	0.28 1.72 0.00	0.16 1.68 0.16
Final Sat.:	1500 107 1393	1500 375 1125	419 2581 0	243 2514 243

Capacity Analysis Module:

Vol/Sat:	0.00 0.09 0.09	0.01 0.03 0.03	0.15 0.16 0.00	0.12 0.12 0.12
Crit Volume:	140 10	233	30	
Crit Moves:	****	****	****	****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	30	30	10	5	95	125	185	405	35	15	350	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	10	5	95	125	185	405	35	15	350	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	10	5	95	125	185	405	35	15	350	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	10	5	95	125	185	405	35	15	350	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	405	35	15	350	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	10	5	95	125	185	405	35	15	350	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.86	0.28	0.04	0.96	1.00	0.59	1.30	0.11	0.08	1.82	0.10
Final Sat.:	1286	1286	429	67	1433	1500	888	1944	168	117	2727	156

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.13	0.13	0.13
Crit Volume:	30			125	185					192		
Crit Moves:	****			****	****	****	****	****	****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd								
Approach:	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	165	20	65	5	10	25	20	460	45	15	505	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	20	65	5	10	25	20	460	45	15	505	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	20	65	5	10	25	20	460	45	15	505	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	20	65	5	10	25	20	460	45	15	505	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	20	65	5	10	25	20	460	45	15	505	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	20	65	5	10	25	20	460	45	15	505	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.75	0.17	0.06	1.90	0.04
Final Sat.:	1500	353	1147	1500	429	1071	114	2629	257	85	2858	57

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.17	0.17	0.18	0.18	0.18
Crit Volume:	165			35	20					265		
Crit Moves:	****			****	****	****	****	****	****	****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.237
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Neptune Ave				Harry Bridges Blvd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	0	15	15	0	10	10	580	5	10	605	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	15	0	10	10	580	5	10	605	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	15	0	10	10	580	5	10	605	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	15	0	10	10	580	5	10	605	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	15	0	10	10	580	5	10	605	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	15	0	10	10	580	5	10	605	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.60	0.00	0.40	0.03	1.95	0.02	0.03	1.92	0.05
Final Sat.:	0	1500	1500	900	0	600	50	2924	25	48	2881	71

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.20	0.20	0.20	0.21	0.21	0.21
Crit Volume:			15	15			10					315
Crit Moves:			****	****			****					****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	King Ave				Harry Bridges Blvd			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	0	0	0	25	0	125	120	655	0	0	595	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	125	120	655	0	0	595	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	125	120	655	0	0	595	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	125	120	655	0	0	595	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	125	120	655	0	0	595	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	125	120	655	0	0	595	55

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.33	0.67	1.00	1.00	2.00	0.00	1.00	1.83	0.17
Final Sat.:	0	1200	0	400	800	1200	1200	2400	0	1200	2197	203

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.10	0.10	0.27	0.00	0.00	0.27	0.27
Crit Volume:				125	120							325
Crit Moves:				****	****							****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 345 0 345 45 260 0 0 325 355
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 345 0 345 45 260 0 0 325 355
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 345 0 345 45 260 0 0 325 355
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 345 0 0 45 260 0 0 325 355
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 345 0 0 45 260 0 0 325 355
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 345 0 0 45 260 0 0 325 355

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.03 0.09 0.00 0.00 0.11 0.24
 Crit Volume: 0 345 45 355
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

 Volume Module:
 Base Vol: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 145 0 115 190 1150 0 0 1110 185
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 145 0 115 190 1150 0 0 1110 185
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 145 0 115 190 1150 0 0 1110 185

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.08 0.13 0.40 0.00 0.00 0.30 0.30
 Crit Volume: 0 145 190 432
 Crit Moves: **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Table for Volume Module showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume across different approaches.

Table for Saturation Flow Module showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Table for Capacity Analysis Module showing Vol/Sat and Crit Moves values for different approaches.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	40	250	210	60	50	15	1260	20	95	1275	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	250	210	60	50	15	1260	20	95	1275	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	250	210	60	50	15	1260	20	95	1275	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	250	210	60	50	15	1260	20	95	1275	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	250	210	60	50	15	1260	20	95	1275	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	250	210	60	50	15	1260	20	95	1275	175

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.78	0.22	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	747	853	1600	1244	356	1600	1600	4725	75	1600	4221	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.16	0.13	0.17	0.03	0.01	0.27	0.06	0.30	0.30	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	20	30	65	140	220	640	15	50	540	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	30	65	140	220	640	15	50	540	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	30	65	140	220	640	15	50	540	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	30	65	140	220	640	15	50	540	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	30	65	140	220	640	15	50	540	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	30	65	140	220	640	15	50	540	310
OvlAdjVol:												170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.04	0.09	0.14	0.20	0.01	0.03	0.17	0.19
OvlAdjV/S:												0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2023 Plus Project PM Peak Hour

 Port of Los Angeles
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Scenario: Scenario Report
 2023 Project PM Peak

Command: 2023 Project PM Peak
 Volume: 2023 Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 2	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 4	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.892	D xxxxx	0.892	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.410	A xxxxx	0.410	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.800	D xxxxx	0.800	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.600	A xxxxx	0.600	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	75	0	0	90	605	0	0	0	15	320	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	75	0	0	90	605	0	0	0	15	320	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	75	0	0	90	605	0	0	0	15	320	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	75	0	0	90	605	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	75	0	0	90	605	0	0	0	15	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	75	0	0	90	605	0	0	0	15	320	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.302
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.300
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 225 0 0      115 390 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 225 0 0      115 390 0 0 0 0
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   0 0 0 225 0 0      115 390 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 225 0 0      115 390 0 0 0 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  0 0 0 225 0 0      115 390 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 225 0 0      115 390 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.00
Crit Moves:   ****      ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.776
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    83      Level Of Service:      C
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      555 0 505 0 0 0      0 2485 225 0 2320 45
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   555 0 505 0 0 0      0 2485 225 0 2320 45
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   555 0 505 0 0 0      0 2485 225 0 2320 45
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   555 0 0 0 0 0      0 2485 225 0 2320 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:  555 0 0 0 0 0      0 2485 225 0 2320 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  555 0 0 0 0 0      0 2485 225 0 2320 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.16 0.00 0.54 0.00
Crit Volume:  278      0      828      0
Crit Moves:   ****      ****      ****      ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
 Base Vol: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.24 0.13 0.00 0.03 0.00 0.00 0.00 0.00 0.06 0.00 0.00
 Crit Volume: 340 0 0 85
 Crit Moves: **** **** ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
 Base Vol: 135 5 145 35 5 10 50 120 235 305 145 180
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 135 5 145 35 5 10 50 120 235 305 145 180
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 135 5 145 35 5 10 50 120 235 305 145 180
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 135 5 145 35 5 10 50 120 0 305 145 180
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 135 5 145 35 5 10 50 120 0 305 145 180
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 135 5 145 35 5 10 50 120 0 305 145 180

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.59 1.41 1.00 0.97 0.46 0.57
 Final Sat.: 2880 1600 1600 1600 1600 1600 941 2259 1600 1549 737 914

Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.09 0.02 0.00 0.01 0.05 0.05 0.00 0.20 0.20 0.20
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1560 20 55 1325 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 35 100 185 35 85 30 1560 20 55 1325 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 35 100 185 35 85 30 1560 20 55 1325 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 35 100 185 35 85 30 1560 20 55 1325 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1560 20 55 1325 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 35 100 185 35 85 30 1560 20 55 1325 175

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.28 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 295 95 345 225 165 85 1290 10 30 1165 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 295 95 345 225 165 85 1290 10 30 1165 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 295 95 345 225 165 85 1290 10 30 1165 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 295 95 345 225 165 85 1290 10 30 1165 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 295 95 345 225 165 85 1290 10 30 1165 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 295 95 345 225 165 85 1290 10 30 1165 305

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 37 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 335 110 30 170 130 40 45 1225 355 20 1205 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 335 110 30 170 130 40 45 1225 355 20 1205 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 110 30 170 130 40 45 1225 355 20 1205 145
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 335 110 0 170 130 0 45 1225 355 20 1205 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 110 0 170 130 0 45 1225 355 20 1205 145
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 335 110 0 170 130 0 45 1225 355 20 1205 145

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.21 0.03 0.00 0.11 0.04 0.00 0.03 0.33 0.33 0.01 0.38 0.09
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 65 0 360 140 1505 0 0 1615 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 65 0 360 140 1505 0 0 1615 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 65 0 360 140 1505 0 0 1615 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 65 0 360 140 1505 0 0 1615 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04
Crit Volume: 0 360 0 538
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 Level Of Service: D

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	280	340	180	215	185	50	85	1325	220	85	1530	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	340	180	215	185	50	85	1325	220	85	1530	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	340	180	215	185	50	85	1325	220	85	1530	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	280	340	180	215	185	50	85	1325	0	85	1530	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	340	180	215	185	50	85	1325	0	85	1530	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	280	340	180	215	185	50	85	1325	0	85	1530	155

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.35	1.65	1.00	1.00	2.36	0.64	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1931	2344	1425	1425	3365	910	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.13	0.15	0.05	0.05	0.06	0.46	0.00	0.06	0.54	0.11
Crit Volume:	207			215			85			765		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	15	270	595	30	250	110	120	965	10	325	1365	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	270	595	30	250	110	120	965	10	325	1365	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	270	595	30	250	110	120	965	10	325	1365	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	270	595	30	250	110	120	965	10	325	1365	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	270	595	30	250	110	120	965	10	325	1365	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	270	595	30	250	110	120	965	10	325	1365	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2749	101

Capacity Analysis Module:

Vol/Sat:	0.01	0.19	0.21	0.02	0.09	0.08	0.08	0.34	0.01	0.11	0.50	0.50
Crit Volume:	270			30			120			708		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 85 295 80 100 330 35 70 0 15 115 0 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 295 80 100 330 35 70 0 15 115 0 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 295 80 100 330 35 70 0 15 115 0 280
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 295 0 100 330 35 70 0 15 115 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 295 0 100 330 35 70 0 15 115 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 295 0 100 330 35 70 0 15 115 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2486 264 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 183 70 115
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 10 0 145 70 0 210 140 500 0 20 435 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 145 70 0 210 140 500 0 20 435 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 145 70 0 210 140 500 0 20 435 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 145 70 0 210 140 500 0 20 435 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 145 70 0 210 140 500 0 20 435 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 145 70 0 210 140 500 0 20 435 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.08 1.67 0.25
Final Sat.: 1500 0 1500 1500 0 1500 656 2344 0 115 2510 375

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.21 0.21 0.00 0.17 0.17 0.17
Crit Volume: 145 70 140 260
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	70	5	30	30	285	390	575	5	10	605	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	70	5	30	30	285	390	575	5	10	605	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	70	5	30	30	285	390	575	5	10	605	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	70	5	30	30	285	390	575	5	10	605	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	70	5	30	30	285	390	575	5	10	605	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	70	5	30	30	285	390	575	5	10	605	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.69	1.22	0.09	0.17	0.83	1.00	0.80	1.19	0.01	0.03	1.86	0.11
Final Sat.:	1043	1826	130	261	1239	1500	1206	1778	15	46	2792	162

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.11	0.02	0.19	0.32	0.32	0.32	0.22	0.22	0.22
Crit Volume:	40			285	390					325		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	160	20	75	5	5	30	20	825	20	10	890	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	20	75	5	5	30	20	825	20	10	890	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	20	75	5	5	30	20	825	20	10	890	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	20	75	5	5	30	20	825	20	10	890	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	20	75	5	5	30	20	825	20	10	890	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	20	75	5	5	30	20	825	20	10	890	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.21	0.79	1.00	0.14	0.86	0.04	1.91	0.05	0.02	1.92	0.06
Final Sat.:	1500	316	1184	1500	214	1286	69	2861	69	32	2871	97

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.29	0.29	0.29	0.31	0.31	0.31
Crit Volume:	160				35		20			465		
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	0	30	15	5	25	15	810	20	20	1110	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	30	15	5	25	15	810	20	20	1110	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	30	15	5	25	15	810	20	20	1110	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	30	15	5	25	15	810	20	20	1110	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	810	20	20	1110	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	30	15	5	25	15	810	20	20	1110	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2876	71	52	2896	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.38	0.38	0.38
Crit Volume:	25			45	15					575		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	130	0	210	105	665	0	0	860	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	210	105	665	0	0	860	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	210	105	665	0	0	860	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	210	105	665	0	0	860	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	665	0	0	860	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	210	105	665	0	0	860	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.43	0.57
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1720	680

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					600		
Crit Moves:				****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 570 0 425 45 325 0 0 1005 585
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 570 0 425 45 325 0 0 1005 585
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 570 0 425 45 325 0 0 1005 585
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 570 0 425 45 325 0 0 1005 585
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 570 0 425 45 325 0 0 1005 585
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 570 0 425 45 325 0 0 1005 585

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.11 0.00 0.00 0.34 0.39
Crit Volume: 0 570 45 585
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 245 0 290 270 1290 0 0 1110 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 245 0 290 270 1290 0 0 1110 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 245 0 290 270 1290 0 0 1110 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 245 0 290 270 1290 0 0 1110 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 245 0 290 270 1290 0 0 1110 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 245 0 290 270 1290 0 0 1110 185

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.20 0.19 0.45 0.00 0.00 0.30 0.30
Crit Volume: 0 290 270 432
Crit Moves: **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	455	125	15	275	105	135	1480	5	115	1120	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	455	125	15	275	105	135	1480	5	115	1120	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	455	125	15	275	105	135	1480	5	115	1120	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	455	125	15	275	105	135	1480	5	115	1120	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	125	15	275	105	135	1480	5	115	1120	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	455	125	15	275	105	135	1480	5	115	1120	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.08	0.01	0.09	0.07	0.08	0.46	0.00	0.07	0.35	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.773
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:
 Base Vol: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 70 270 215 85 30 30 1730 25 60 1310 200
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 70 270 215 85 30 30 1730 25 60 1310 200
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 70 270 215 85 30 30 1730 25 60 1310 200

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.60 0.40
 Final Sat.: 626 974 1600 1147 453 1600 1600 4732 68 1600 4164 636

Capacity Analysis Module:
 Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.37 0.37 0.04 0.31 0.31
 Crit Moves: **** **

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 Year 2023 PM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0	1	0	2	0	1	0

Volume Module:
 Base Vol: 5 35 30 35 15 160 205 905 0 5 735 235
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 35 30 35 15 160 205 905 0 5 735 235
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 35 30 35 15 160 205 905 0 5 735 235
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 35 30 35 15 160 205 905 0 5 735 235
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 35 30 35 15 160 205 905 0 5 735 235
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 35 30 35 15 160 205 905 0 5 735 235
 OvlAdjVol: 75

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.14 1.00 0.86 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 229 1600 1371 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.10 0.13 0.28 0.00 0.00 0.23 0.15
 OvlAdjV/S: 0.05
 Crit Moves: **** **

2023 Plus Alternative 1: No Project AM Peak Hour

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 Year 2023 AM Peak - No Project W ICTF

Scenario: Scenario Report
 2023 No Project AM Peak

Command: 2023 No Project W ICTF AM Peak
 Volume: 2023 No Project W ICTF AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2023 AM Peak - No Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.806	D xxxxx	0.806	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.451	A xxxxx	0.451	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.675	B xxxxx	0.675	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.431	A xxxxx	0.431	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.352	A xxxxx	0.352	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.422	A xxxxx	0.422	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.657	B xxxxx	0.657	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.585	A xxxxx	0.585	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.539	A xxxxx	0.539	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	0 25 0	0 260 670	0 0 0	0 10 360 145
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 25 0	0 260 670	0 0 0	0 10 360 145
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Initial Fut:	0 25 0	0 260 670	0 0 0	0 10 360 145
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 25 0	0 260 670	0 0 0	0 10 360 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0 0
Reduced Vol:	0 25 0	0 260 670	0 0 0	0 10 360 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 25 0	0 260 670	0 0 0	0 10 360 0

Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 0.90	1.00 1.00 1.00	1.00 1.00 1.00
Lanes:	1.00 2.00 0.00	0.00 2.00 2.00	0.00 0.00 0.00	1.00 2.00 1.00
Final Sat.:	1600 3200 0	0 3200 2880	0 0 0	1600 3200 1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.01 0.00	0.00 0.08 0.23	0.00 0.00 0.00	0.01 0.11 0.00
Crit Moves:	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 265 0 0 25 490 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 265 0 0 25 490 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 265 0 0 25 490 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 265 0 0 25 490 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 265 0 0 25 490 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 265 0 0 25 490 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.01 0.15 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 200 0 0 0 170 135 0 0 0 0 0 615 230
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.06 0.00 0.00 0.05 0.08 0.00 0.00 0.00 0.00 0.00 0.19 0.08
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      170 0 0      200 345 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  0 0 0 0      170 0 0      200 345 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      170 0 0      200 345 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      170 0 0      200 345 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      170 0 0      200 345 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:  0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.06 0.00 0.00 0.13 0.11 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

Port of Los Angeles
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 Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.806
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    96          Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Ovl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      545 0 670 0 0 0      0 2630 345 0 2105 25
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   545 0 670 0 0 0      0 2630 345 0 2105 25
Added Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0      0 0 0 0 0 0 0
Initial Fut:  545 0 670 0 0 0      0 2630 345 0 2105 25
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   545 0 0 0 0 0 0      0 2630 345 0 2105 0
Reduct Vol:   0 0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:  545 0 0 0 0 0 0      0 2630 345 0 2105 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  545 0 0 0 0 0 0      0 2630 345 0 2105 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:  2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.62 0.24 0.00 0.49 0.00
Crit Volume:  273          0      877          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

Port of Los Angeles
SCIG
Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 245 210 0 440 0 0 0 0 0 435 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 245 210 0 440 0 0 0 0 0 435 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.17 0.15 0.00 0.15 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 245 0 0 217
Crit Moves: **** **** ****

Port of Los Angeles
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Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 135 15 310 70 30 5 10 245 35 250 170 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 135 15 310 70 30 5 10 245 35 250 170 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 135 15 310 70 30 5 10 245 35 250 170 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 135 15 310 70 30 5 10 245 0 250 170 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 135 15 310 70 30 5 10 245 0 250 170 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 135 15 310 70 30 5 10 245 0 250 170 75

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.71 0.29 0.08 1.92 1.00 1.00 0.70 0.30
Final Sat.: 2880 1600 1600 1600 2743 457 125 3075 1600 1600 1115 485

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.19 0.04 0.01 0.01 0.08 0.08 0.00 0.16 0.15 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 110 105 105 75 55 80 35 775 30 45 1470 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 110 105 105 75 55 80 35 775 30 45 1470 270
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 110 105 105 75 55 80 35 775 30 45 1470 270
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 110 105 105 75 55 80 35 775 30 45 1470 270
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 110 105 105 75 55 80 35 775 30 45 1470 270
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 110 105 105 75 55 80 35 775 30 45 1470 270

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
 Final Sat.: 1600 800 800 571 419 610 1600 4621 179 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.17 0.17 0.03 0.31 0.17
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 45 310 50 250 240 110 35 855 225 55 1200 370
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 310 50 250 240 110 35 855 225 55 1200 370
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 310 50 250 240 110 35 855 225 55 1200 370
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 310 50 250 240 110 35 855 225 55 1200 370
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 310 50 250 240 110 35 855 225 55 1200 370
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 310 50 250 240 110 35 855 225 55 1200 370

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.38 0.62 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3800 1000 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 200 85 15 260 105 20 40 845 95 30 1020 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 200 85 15 260 105 20 40 845 95 30 1020 270
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 200 85 15 260 105 20 40 845 95 30 1020 270
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 200 85 0 260 105 0 40 845 95 30 1020 270
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 200 85 0 260 105 0 40 845 95 30 1020 270
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 200 85 0 260 105 0 40 845 95 30 1020 270

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.13 0.03 0.00 0.16 0.03 0.00 0.03 0.20 0.20 0.02 0.32 0.17
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Ovl		Include		Ovl					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	3	0	1	0	0	1

Volume Module:
 Base Vol: 0 0 0 15 0 150 205 1005 0 0 1270 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 150 205 1005 0 0 1270 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 150 205 1005 0 0 1270 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 150 205 1005 0 0 1270 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 150 205 1005 0 0 1270 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 150 205 1005 0 0 1270 50

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
 Crit Volume: 0 15 205 423
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: B

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 155 195 55 165 195 40 35 1075 295 55 1290 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 155 195 55 165 195 40 35 1075 295 55 1290 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 155 195 55 165 195 40 35 1075 295 55 1290 120
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 155 195 55 165 195 40 35 1075 0 55 1290 120
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 155 195 55 165 195 40 35 1075 0 55 1290 120
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 155 195 55 165 195 40 35 1075 0 55 1290 120

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.33 1.67 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1893 2382 1425 1425 3547 728 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.04 0.12 0.05 0.05 0.02 0.38 0.00 0.04 0.45 0.08
 Crit Volume: 117 165 35 645
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

 Volume Module:
 Base Vol: 20 170 540 25 240 120 115 840 20 375 975 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 170 540 25 240 120 115 840 20 375 975 45
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 170 540 25 240 120 115 840 20 375 975 45
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 170 540 25 240 120 115 840 20 375 975 45
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 170 540 25 240 120 115 840 20 375 975 45
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 170 540 25 240 120 115 840 20 375 975 45

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2724 126

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.12 0.19 0.02 0.08 0.08 0.08 0.29 0.01 0.13 0.36 0.36
 Crit Volume: 170 25 115 510
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.431
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	140	270	110	175	345	30	90	10	160	85	10	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	270	110	175	345	30	90	10	160	85	10	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	270	110	175	345	30	90	10	160	85	10	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	140	270	0	175	345	30	90	10	160	85	10	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	270	0	175	345	30	90	10	160	85	10	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	140	270	0	175	345	30	90	10	160	85	10	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.84	0.16	1.00	0.06	0.94	0.89	0.11	1.00
Final Sat.:	1375	2750	1375	2750	2530	220	1375	81	1294	1230	145	1375

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.00	0.06	0.14	0.14	0.07	0.12	0.12	0.07	0.07	0.00
Crit Volume:	140			188			170			95		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.352
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	30	85	5	140	110	285	10	155	330	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	30	85	5	140	110	285	10	155	330	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	30	85	5	140	110	285	10	155	330	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	30	85	5	140	110	285	10	155	330	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	30	85	5	140	110	285	10	155	330	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	30	85	5	140	110	285	10	155	330	60

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.03	0.97	0.54	1.41	0.05	0.57	1.21	0.22
Final Sat.:	1500	214	1286	1500	52	1448	815	2111	74	853	1817	330

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.10	0.10	0.14	0.14	0.14	0.18	0.18	0.18
Crit Volume:	0			145			110			273		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 30 20 10 25 160 240 370 305 135 25 445 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 25 160 240 370 305 135 25 445 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 25 160 240 370 305 135 25 445 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 25 160 240 370 305 135 25 445 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 25 160 240 370 305 135 25 445 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 25 160 240 370 305 135 25 445 25

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.12 0.88 1.00 0.92 0.75 0.33 0.10 1.80 0.10
Final Sat.: 1500 1000 500 176 1324 1500 1370 1130 500 152 2697 152

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.14 0.12 0.16 0.27 0.27 0.27 0.17 0.16 0.17
Crit Volume: 30 240 370 248
Crit Moves: **** **** ****

Port of Los Angeles

SCIG
Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 145 10 40 20 20 15 20 690 105 45 630 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 10 40 20 20 15 20 690 105 45 630 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 10 40 20 20 15 20 690 105 45 630 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 10 40 20 20 15 20 690 105 45 630 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 10 40 20 20 15 20 690 105 45 630 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 10 40 20 20 15 20 690 105 45 630 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 1.00 0.57 0.43 0.05 1.69 0.26 0.13 1.84 0.03
Final Sat.: 1500 300 1200 1500 857 643 74 2540 387 197 2759 44

Capacity Analysis Module:

Vol/Sat: 0.10 0.03 0.03 0.01 0.02 0.02 0.27 0.27 0.27 0.23 0.23 0.23
Crit Volume: 145 35 408 45
Crit Moves: **** **** ****

Port of Los Angeles
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Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A
Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0
Volume Module:
Base Vol: 0 0 0 120 0 180 90 755 0 0 670 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 120 0 180 90 755 0 0 670 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 120 0 180 90 755 0 0 670 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 180 90 755 0 0 670 85
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 120 0 180 90 755 0 0 670 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 180 90 755 0 0 670 85
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.80 0.20 1.00 1.00 2.00 0.00 1.00 1.77 0.23
Final Sat.: 0 1200 0 960 240 1200 1200 2400 0 1200 2130 270
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.08 0.31 0.00 0.00 0.31 0.31
Crit Volume: 0 180 90 378
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Figueroa St				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Ignore		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1	0

Volume Module:

Base Vol:	0	0	0	480	0	320	50	450	0	0	395	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	480	0	320	50	450	0	0	395	455
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	0	320	50	450	0	0	395	455
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	480	0	0	50	450	0	0	395	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	0	0	50	450	0	0	395	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	480	0	0	50	450	0	0	395	455

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.03	0.15	0.00	0.00	0.13	0.30
Crit Volume:	0	480	0	50	455	455						
Crit Moves:	****	****	****	****	****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.585
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name:	Alameda St Ramp				PCH				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	0	0	0	190	0	220	215	1005	0	0	1000	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	220	215	1005	0	0	1000	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	190	0	220	215	1005	0	0	1000	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	220	215	1005	0	0	1000	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	220	215	1005	0	0	1000	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	220	215	1005	0	0	1000	195

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.51	0.49
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3577	698

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.15	0.15	0.35	0.00	0.00	0.28	0.28
Crit Volume:	0	220	215	398	398	398						
Crit Moves:	****	****	****	****	****	****						

Port of Los Angeles
 SCIG
 Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: C

 Street Name: Santa Fe Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 120 215 100 15 290 85 60 1170 30 75 1420 110
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 120 215 100 15 290 85 60 1170 30 75 1420 110
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 215 100 15 290 85 60 1170 30 75 1420 110
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 120 215 100 15 290 85 60 1170 30 75 1420 110
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 120 215 100 15 290 85 60 1170 30 75 1420 110
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 120 215 100 15 290 85 60 1170 30 75 1420 110
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.08 0.07 0.06 0.01 0.09 0.05 0.04 0.37 0.02 0.05 0.44 0.07
 Crit Moves: **** **** **** ****

Port of Los Angeles
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 Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.648
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0

Volume Module:
 Base Vol: 50 25 105 205 75 45 10 1240 20 90 1740 90
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 25 105 205 75 45 10 1240 20 90 1740 90
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 25 105 205 75 45 10 1240 20 90 1740 90
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 25 105 205 75 45 10 1240 20 90 1740 90
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 25 105 205 75 45 10 1240 20 90 1740 90
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 25 105 205 75 45 10 1240 20 90 1740 90

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.85 0.15
 Final Sat.: 1067 533 1600 1171 429 1600 1600 4724 76 1600 4564 236

Capacity Analysis Module:
 Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.38 0.38
 Crit Moves: **** **

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 SCIG
 Year 2023 AM Peak - No Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0

Volume Module:
 Base Vol: 5 25 5 125 70 145 150 625 10 25 715 285
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 25 5 125 70 145 150 625 10 25 715 285
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 25 5 125 70 145 150 625 10 25 715 285
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 25 5 125 70 145 150 625 10 25 715 285
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 25 5 125 70 145 150 625 10 25 715 285
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 25 5 125 70 145 150 625 10 25 715 285
 OvlAdjVol: 140

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.28 1.43 0.29 1.28 0.72 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 457 2286 457 2051 1149 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.06 0.06 0.09 0.09 0.20 0.01 0.02 0.22 0.18
 OvlAdjV/S: 0.09 0.09

Crit Moves: **** **

2023 Plus Alternative 1: No Project MD Peak Hour

 Scenario: Scenario Report
 2023 No Project MD Peak
 Command: 2023 No Project W ICTF MD Peak
 Volume: 2023 No Project W ICTF MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.367	A xxxxx	0.367	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 4	A xxxxx	0.301	A xxxxx	0.301	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.575	A xxxxx	0.575	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.678	B xxxxx	0.678	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.357	A xxxxx	0.357	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.521	A xxxxx	0.521	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.280	A xxxxx	0.280	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.362	A xxxxx	0.362	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.240	A xxxxx	0.240	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.645	B xxxxx	0.645	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.529	A xxxxx	0.529	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.367
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Movement:	L	T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0 2	0 0	2	0 0	0 1

Volume Module:

Base Vol:	0	55	0	0	90	435	0	0	0	5	210	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	0	0	90	435	0	0	0	5	210	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	55	0	0	90	435	0	0	0	5	210	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	55	0	0	90	435	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	55	0	0	90	435	0	0	0	5	210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	55	0	0	90	435	0	0	0	5	210	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0	0	0	95	0	0	55	565	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	0	55	565	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	0	55	565	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	0	55	565	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	0	55	565	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	0	55	565	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.02	0.18	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.302
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	110	0	0	200	130	0	0	0	0	385	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	110	0	0	200	130	0	0	0	0	385	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	110	0	0	200	130	0	0	0	0	385	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	110	0	0	200	130	0	0	0	0	385	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	110	0	0	200	130	0	0	0	0	385	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	110	0	0	200	130	0	0	0	0	385	255

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.00	0.06	0.08	0.00	0.00	0.00	0.00	0.12	0.09
Crit Moves:	****				****						****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.301
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	2 0 0 0 0	1 0 2 0 0	0 0 0 0 0

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Volume Module:

Base Vol:	0	0	0	200	0	0	110	420	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	0	110	420	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	0	110	420	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	0	110	420	0	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	420	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	0	110	420	0	0	0	0

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Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

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Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.13	0.00	0.00	0.00	0.00
Crit Moves:				****			****					

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

Cycle (sec):	100	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Street Name:	Navy Way	Seaside Ave		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Include	Ovl	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 0 0 1	0 0 0 0 0	0 0 3 0 1	0 0 3 0 1

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Volume Module:

Base Vol:	435	0	340	0	0	0	0	1380	30	0	1400	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	0	340	0	0	0	0	1380	30	0	1400	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	0	340	0	0	0	0	1380	30	0	1400	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1380	30	0	1400	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1380	30	0	1400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1380	30	0	1400	0

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Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

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Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.02	0.00	0.33	0.00
Crit Volume:	217				0			0			467	
Crit Moves:	****							****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp																
Approach:	North Bound		South Bound	East Bound		West Bound														
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected	Protected		Protected	Protected		Protected	Protected										
Rights:	Include		Include	Include		Include	Include		Include	Include										
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	360	295	5	400	0	0	0	0	0	425	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	295	5	400	0	0	0	0	0	425	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	295	5	400	0	0	0	0	0	425	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	295	5	400	0	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	295	5	400	0	0	0	0	0	425	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	295	5	400	0	0	0	0	0	425	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.21	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360	5								213		
Crit Moves:	****	****								****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.575
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St												
Approach:	North Bound		South Bound	East Bound		West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Protected		Protected	Split Phase		Split Phase	Split Phase		Split Phase	Split Phase						
Rights:	Include		Include	Ignore		Ignore	Include		Include	Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	2	0	1	0	1	1	0	1	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	135	15	160	50	40	5	10	220	40	255	200	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	15	160	50	40	5	10	220	40	255	200	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	15	160	50	40	5	10	220	40	255	200	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	15	160	50	40	5	10	220	0	255	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	160	50	40	5	10	220	0	255	200	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	15	160	50	40	5	10	220	0	255	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.78	0.22	0.09	1.91	1.00	0.83	0.65	0.52
Final Sat.:	2880	1600	1600	1600	2844	356	139	3061	1600	1327	1041	833

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.10	0.03	0.01	0.01	0.07	0.07	0.00	0.19	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Harbor Ave and Anaheim St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat..

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Santa Fe Ave and Anaheim St.

Table with columns: Volume Module, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns: Saturation Flow Module, Sat/Lane, Adjustment, Lanes, Final Sat..

Table with columns: Capacity Analysis Module, Vol/Sat, Crit Moves.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	105	80	0	130	85	15	55	815	75	15	905	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	80	0	130	85	15	55	815	75	15	905	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	80	0	130	85	15	55	815	75	15	905	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	80	0	130	85	0	55	815	75	15	905	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	80	0	130	85	0	55	815	75	15	905	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	80	0	130	85	0	55	815	75	15	905	210

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.75	0.25	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4396	404	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.03	0.00	0.08	0.03	0.00	0.03	0.19	0.19	0.01	0.28	0.13
Crit Moves:	****	****		****	****		****	****	****	****	****	

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.357
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Ovl		Include		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	20	0	215	155	1020	0	0	880	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	215	155	1020	0	0	880	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	215	155	1020	0	0	880	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	215	155	1020	0	0	880	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	215	155	1020	0	0	880	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	215	155	1020	0	0	880	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.15	0.11	0.24	0.00	0.00	0.21	0.02
Crit Volume:	0			215	0			293				
Crit Moves:				****	****			****			****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name:	Henry Ford Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Split Phase		Split Phase		Permitted		Permitted								
Rights:	Include		Include		Ignore		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	1	0	1	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	210	195	105	215	260	80	100	950	215	105	1005	195	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	195	105	215	260	80	100	950	215	105	1005	195	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	210	195	105	215	260	80	100	950	215	105	1005	195	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	210	195	105	215	260	80	100	950	0	105	1005	195	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	210	195	105	215	260	80	100	950	0	105	1005	195	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	210	195	105	215	260	80	100	950	0	105	1005	195	

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.56	1.44	1.00	1.00	2.29	0.71	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2217	2058	1425	1425	3269	1006	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.09	0.09	0.07	0.15	0.08	0.08	0.07	0.33	0.00	0.07	0.35	0.14
Crit Volume:	135			215			100			503		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	150	340	20	125	115	90	860	15	210	940	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	150	340	20	125	115	90	860	15	210	940	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	150	340	20	125	115	90	860	15	210	940	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	150	340	20	125	115	90	860	15	210	940	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	150	340	20	125	115	90	860	15	210	940	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	150	340	20	125	115	90	860	15	210	940	25

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2776	74

Capacity Analysis Module:

Vol/Sat:	0.00	0.11	0.12	0.01	0.04	0.08	0.06	0.30	0.01	0.07	0.34	0.34
Crit Volume:	150			20			90			483		
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	235	45	145	390	45	60	0	60	40	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	235	45	145	390	45	60	0	60	40	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	235	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	145	390	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218		60			40			
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.280
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	415	0	30	335	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	415	0	30	335	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	415	0	30	335	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	415	0	30	335	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	415	0	30	335	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	415	0	30	335	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.27	1.73	0.00	0.15	1.70	0.15
Final Sat.:	1500	107	1393	1500	375	1125	406	2594	0	228	2544	228

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.13	0.13	0.13
Crit Volume:		140	10				240			30		
Crit Moves:	****	****		****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.362
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	30	30	10	5	95	125	185	420	35	15	370	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	10	5	95	125	185	420	35	15	370	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	10	5	95	125	185	420	35	15	370	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	10	5	95	125	185	420	35	15	370	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	420	35	15	370	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	10	5	95	125	185	420	35	15	370	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.86	0.28	0.04	0.96	1.00	0.58	1.31	0.11	0.07	1.83	0.10
Final Sat.:	1286	1286	429	67	1433	1500	867	1969	164	111	2741	148

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.14	0.14	0.13
Crit Volume:	30			125	185					203		
Crit Moves:	****			****	****					****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.332
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	170	20	70	5	10	25	20	465	50	25	515	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	20	70	5	10	25	20	465	50	25	515	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	20	70	5	10	25	20	465	50	25	515	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	20	70	5	10	25	20	465	50	25	515	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	20	70	5	10	25	20	465	50	25	515	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	20	70	5	10	25	20	465	50	25	515	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.22	0.78	1.00	0.29	0.71	0.07	1.74	0.19	0.09	1.87	0.04
Final Sat.:	1500	333	1167	1500	429	1071	112	2607	280	136	2809	55

Capacity Analysis Module:

Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.18	0.18	0.18	0.18	0.18
Crit Volume:	170			35			268		25			
Crit Moves:	****			****			****		****			

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.240
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 0 0 15 15 0 10 10 590 5 10 615 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 15 15 0 10 10 590 5 10 615 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 15 15 0 10 10 590 5 10 615 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 15 15 0 10 10 590 5 10 615 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 15 15 0 10 10 590 5 10 615 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 15 15 0 10 10 590 5 10 615 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.60 0.00 0.40 0.03 1.95 0.02 0.03 1.92 0.05
 Final Sat.: 0 1500 1500 900 0 600 50 2926 25 47 2883 70

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.20 0.20 0.20 0.21 0.21 0.21
 Crit Volume: 15 15 10 320
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 0 0 25 0 125 120 665 0 0 605 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 25 0 125 120 665 0 0 605 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 25 0 125 120 665 0 0 605 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 25 0 125 120 665 0 0 605 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 25 0 125 120 665 0 0 605 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 25 0 125 120 665 0 0 605 55

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.33 0.67 1.00 1.00 2.00 0.00 1.00 1.83 0.17
 Final Sat.: 0 1200 0 400 800 1200 1200 2400 0 1200 2200 200

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.10 0.10 0.28 0.00 0.00 0.28 0.28
 Crit Volume: 0 125 120 330
 Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Figueroa St		Harry Bridges Blvd			
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Ignore	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1		

Volume Module:

Base Vol:	0	0	0	350	0	345	45	265	0	0	330	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	345	45	265	0	0	330	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	345	45	265	0	0	330	360
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	45	265	0	0	330	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	45	265	0	0	330	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	45	265	0	0	330	360

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.03	0.09	0.00	0.00	0.11	0.24
Crit Volume:	0			350			45				360	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Street Name:	Alameda St Ramp		PCH			
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 2 0 0	0 0 2 1 0		

Volume Module:

Base Vol:	0	0	0	160	0	115	190	1145	0	0	1105	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	115	190	1145	0	0	1105	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	115	190	1145	0	0	1105	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	115	190	1145	0	0	1105	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	115	190	1145	0	0	1105	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	115	190	1145	0	0	1105	205

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.53	0.47
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3606	669

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.08	0.13	0.40	0.00	0.00	0.31	0.31
Crit Volume:	0			160			190				437	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #23 Pacific Coast Hwy / Santa Fe Ave
*****
Cycle (sec):          100          Critical Vol./Cap.(X):          0.645
Loss Time (sec):     14 (Y+R=4.0 sec) Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       52          Level Of Service:          B
*****
Street Name:          Santa Fe Ave          Pacific Coast Hwy
Approach:             North Bound          South Bound          East Bound          West Bound
Movement:             L - T - R          L - T - R          L - T - R          L - T - R
-----
Control:              Prot+Permit          Prot+Permit          Protected          Protected
Rights:               Include             Include             Include             Include
Min. Green:           0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Lanes:                1 0 2 0 1          1 0 2 0 1          1 0 2 0 1          1 0 2 0 1
-----
Volume Module:
Base Vol:              5 325 130          10 245 85          90 1170 10          0 1090 120
Growth Adj:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Initial Bse:           5 325 130          10 245 85          90 1170 10          0 1090 120
Added Vol:             0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
PasserByVol:          0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Initial Fut:           5 325 130          10 245 85          90 1170 10          0 1090 120
User Adj:              1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
PHF Volume:           5 325 130          10 245 85          90 1170 10          0 1090 120
Reduct Vol:           0 0 0 0            0 0 0 0            0 0 0 0            0 0 0 0
Reduced Vol:          5 325 130          10 245 85          90 1170 10          0 1090 120
PCE Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
MLF Adj:               1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
FinalVolume:          5 325 130          10 245 85          90 1170 10          0 1090 120
-----
Saturation Flow Module:
Sat/Lane:             1600 1600 1600    1600 1600 1600    1600 1600 1600    1600 1600 1600
Adjustment:           1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00    1.00 1.00 1.00
Lanes:                1.00 2.00 1.00    1.00 2.00 1.00    1.00 2.00 1.00    1.00 2.00 1.00
Final Sat.:          1600 3200 1600    1600 3200 1600    1600 3200 1600    1600 3200 1600
-----
Capacity Analysis Module:
Vol/Sat:              0.00 0.10 0.08    0.01 0.08 0.05    0.06 0.37 0.01    0.00 0.34 0.08
Crit Moves:           ****             ****             ****             ****
*****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.684
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	40	250	210	60	50	15	1280	20	95	1295	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	250	210	60	50	15	1280	20	95	1295	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	250	210	60	50	15	1280	20	95	1295	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	250	210	60	50	15	1280	20	95	1295	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	250	210	60	50	15	1280	20	95	1295	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	250	210	60	50	15	1280	20	95	1295	175

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.78	0.22	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	747	853	1600	1244	356	1600	1600	4726	74	1600	4229	571

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.16	0.13	0.17	0.03	0.01	0.27	0.06	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	20	120	65	140	220	660	15	50	560	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	120	65	140	220	660	15	50	560	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	120	65	140	220	660	15	50	560	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	120	65	140	220	660	15	50	560	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	120	65	140	220	660	15	50	560	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	120	65	140	220	660	15	50	560	410
OvlAdjVol:												270

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.30	0.70	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	2076	1124	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.06	0.06	0.09	0.14	0.21	0.01	0.03	0.17	0.26
OvlAdjV/S:												0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2023 Plus Alternative 1: No Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2023 PM Peak - No Project W ICTF

Scenario: 2023 No Project PM Peak
 Scenario Report
 Command: 2023 No Project W ICTF PM Peak
 Volume: 2023 No Project W ICTF PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2023 PM Peak - No Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.458	A xxxxx	0.458	+ 0.000 V/C
# 2	A xxxxx	0.303	A xxxxx	0.303	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 4	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.580	A xxxxx	0.580	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.691	B xxxxx	0.691	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.773	C xxxxx	0.773	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.902	E xxxxx	0.902	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.331	A xxxxx	0.331	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.415	A xxxxx	0.415	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.462	A xxxxx	0.462	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.703	C xxxxx	0.703	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.862	D xxxxx	0.862	+ 0.000 V/C

Port of Los Angeles
 SCIG
 Year 2023 PM Peak - No Project W ICTF

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.794	C	xxxxx 0.794	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.458
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	2	0	2

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Volume Module:

Base Vol:	0	70	0	0	95	600	0	0	0	15	320	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	95	600	0	0	0	15	320	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	95	600	0	0	0	15	320	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	70	0	0	95	600	0	0	0	15	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	95	600	0	0	0	15	320	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	70	0	0	95	600	0	0	0	15	320	0

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.21	0.00	0.00	0.00	0.01	0.10	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Pier S Ave, Ocean Blvd.

Volume Module:

Table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.298
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Split Phase      Split Phase      Split Phase      Split Phase
Rights:          Include       Include       Include       Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 225 0 0 115 385 0 0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 225 0 0 115 385 0 0 0 0 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 0 0 225 0 0 115 385 0 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 225 0 0 115 385 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 225 0 0 115 385 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 225 0 0 115 385 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:     1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:     0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.00
Crit Moves:     ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.777
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    83           Level Of Service:      C
*****
Street Name:     Navy Way              Seaside Ave
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Permitted       Permitted       Protected       Protected
Rights:          Ignore         Include         Ovl            Ignore
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        555 0 515 0 0 0 0 2490 240 0 2325 40
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    555 0 515 0 0 0 0 2490 240 0 2325 40
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    555 0 515 0 0 0 0 2490 240 0 2325 40
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     555 0 0 0 0 0 0 2490 240 0 2325 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    555 0 0 0 0 0 0 2490 240 0 2325 0
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    555 0 0 0 0 0 0 2490 240 0 2325 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:     2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:        0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.17 0.00 0.54 0.00
Crit Volume:    278                830                0
Crit Moves:     ****                ****                ****
*****
    
```

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 340 190 0 100 0 0 0 0 0 170 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 340 190 0 100 0 0 0 0 0 170 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.24 0.13 0.00 0.04 0.00 0.00 0.00 0.00 0.06 0.00 0.00
Crit Volume: 340 0 0 85
Crit Moves: **** **

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 155 10 190 35 15 10 50 120 255 330 145 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 155 10 190 35 15 10 50 120 255 330 145 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 10 190 35 15 10 50 120 255 330 145 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 155 10 190 35 15 10 50 120 0 330 145 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 10 190 35 15 10 50 120 0 330 145 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 155 10 190 35 15 10 50 120 0 330 145 180

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.20 0.80 0.59 1.41 1.00 1.00 0.45 0.55
Final Sat.: 2880 1600 1600 1600 1920 1280 941 2259 1600 1600 721 879

Capacity Analysis Module:
Vol/Sat: 0.05 0.01 0.12 0.02 0.01 0.01 0.05 0.05 0.00 0.21 0.20 0.20
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1550 20 55 1310 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 35 100 185 35 85 30 1550 20 55 1310 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 35 100 185 35 85 30 1550 20 55 1310 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 35 100 185 35 85 30 1550 20 55 1310 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1550 20 55 1310 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 35 100 185 35 85 30 1550 20 55 1310 175

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.27 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 295 95 345 225 165 85 1270 10 30 1145 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 295 95 345 225 165 85 1270 10 30 1145 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 295 95 345 225 165 85 1270 10 30 1145 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 295 95 345 225 165 85 1270 10 30 1145 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 295 95 345 225 165 85 1270 10 30 1145 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 295 95 345 225 165 85 1270 10 30 1145 305

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 38 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 335 155 30 160 160 25 30 1225 355 20 1210 135
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 335 155 30 160 160 25 30 1225 355 20 1210 135
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 155 30 160 160 25 30 1225 355 20 1210 135
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 335 155 0 160 160 0 30 1225 355 20 1210 135
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 155 0 160 160 0 30 1225 355 20 1210 135
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 335 155 0 160 160 0 30 1225 355 20 1210 135

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.21 0.05 0.00 0.10 0.05 0.00 0.02 0.33 0.33 0.01 0.38 0.08
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 65 0 360 140 1485 0 0 1605 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 65 0 360 140 1485 0 0 1605 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 65 0 360 140 1485 0 0 1605 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 65 0 360 140 1485 0 0 1605 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 65 0 360 140 1485 0 0 1605 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04
Crit Volume: 0 360 0 535
Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 280 350 185 215 190 50 100 1310 220 90 1520 150
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 350 185 215 190 50 100 1310 220 90 1520 150
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 350 185 215 190 50 100 1310 220 90 1520 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 280 350 185 215 190 50 100 1310 0 90 1520 150
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 350 185 215 190 50 100 1310 0 90 1520 150
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 280 350 185 215 190 50 100 1310 0 90 1520 150

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.33 1.67 1.00 1.00 2.38 0.62 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1900 2375 1425 1425 3384 891 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.13 0.15 0.06 0.06 0.07 0.46 0.00 0.06 0.53 0.11
 Crit Volume: 210 215 100 760
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 98 Level Of Service: D

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 15 295 585 30 285 145 125 970 10 315 1365 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 295 585 30 285 145 125 970 10 315 1365 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 295 585 30 285 145 125 970 10 315 1365 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 295 585 30 285 145 125 970 10 315 1365 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 295 585 30 285 145 125 970 10 315 1365 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 295 585 30 285 145 125 970 10 315 1365 50

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.01 1.99 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
 Final Sat.: 1425 1433 2842 1425 2850 1425 1425 2850 1425 2850 2749 101

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.21 0.21 0.02 0.10 0.10 0.09 0.34 0.01 0.11 0.50 0.50
 Crit Volume: 293 30 125 708
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:

Base Vol: 85 300 80 105 335 35 70 0 15 115 0 290
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 300 80 105 335 35 70 0 15 115 0 290
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 300 80 105 335 35 70 0 15 115 0 290
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 300 0 105 335 35 70 0 15 115 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 300 0 105 335 35 70 0 15 115 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 300 0 105 335 35 70 0 15 115 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:

Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 185 70 115
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.415
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 10 0 145 70 0 210 140 515 0 20 450 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 145 70 0 210 140 515 0 20 450 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 145 70 0 210 140 515 0 20 450 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 145 70 0 210 140 515 0 20 450 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 145 70 0 210 140 515 0 20 450 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 145 70 0 210 140 515 0 20 450 65

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.43 1.57 0.00 0.07 1.69 0.24
Final Sat.: 1500 0 1500 1500 0 1500 641 2359 0 112 2523 364

Capacity Analysis Module:

Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.22 0.22 0.00 0.18 0.18 0.18
Crit Volume: 145 70 140 268
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 40 70 5 30 30 285 390 590 5 10 620 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 70 5 30 30 285 390 590 5 10 620 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 70 5 30 30 285 390 590 5 10 620 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 70 5 30 30 285 390 590 5 10 620 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 5 30 30 285 390 590 5 10 620 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 70 5 30 30 285 390 590 5 10 620 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.69 1.22 0.09 0.17 0.83 1.00 0.79 1.20 0.01 0.03 1.86 0.11
Final Sat.: 1043 1826 130 261 1239 1500 1188 1797 15 45 2797 158

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.11 0.02 0.19 0.33 0.33 0.33 0.22 0.22 0.22
Crit Volume: 40 285 390 333
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.462
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 0 1 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 165 20 80 5 5 30 20 835 25 15 900 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 20 80 5 5 30 20 835 25 15 900 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 20 80 5 5 30 20 835 25 15 900 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 20 80 5 5 30 20 835 25 15 900 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 20 80 5 5 30 20 835 25 15 900 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 20 80 5 5 30 20 835 25 15 900 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.20 0.80 1.00 0.14 0.86 0.04 1.90 0.06 0.03 1.91 0.06
Final Sat.: 1500 300 1200 1500 214 1286 68 2847 85 48 2857 95

Capacity Analysis Module:
Vol/Sat: 0.11 0.07 0.07 0.00 0.02 0.02 0.29 0.29 0.29 0.31 0.31 0.31
Crit Volume: 165 35 20 472
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	25	0	30	15	5	25	15	820	20	20	1120	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	30	15	5	25	15	820	20	20	1120	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	30	15	5	25	15	820	20	20	1120	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	30	15	5	25	15	820	20	20	1120	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	820	20	20	1120	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	30	15	5	25	15	820	20	20	1120	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2877	70	52	2897	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.29	0.28	0.39	0.39	0.39
Crit Volume:	25			45	15					580		
Crit Moves:	****			****	****	****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	130	0	210	105	675	0	0	870	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	210	105	675	0	0	870	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	210	105	675	0	0	870	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	210	105	675	0	0	870	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	675	0	0	870	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	210	105	675	0	0	870	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.44	0.56
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1726	674

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					605		
Crit Moves:	****			****	****	****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 0 575 0 425 45 335 0 0 1010 590
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 575 0 425 45 335 0 0 1010 590
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 575 0 425 45 335 0 0 1010 590
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 575 0 0 45 335 0 0 1010 590
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 575 0 0 45 335 0 0 1010 590
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 575 0 0 45 335 0 0 1010 590

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.11 0.00 0.00 0.34 0.39
Crit Volume: 0 575 45 590
Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:
Base Vol: 0 0 0 270 0 290 270 1285 0 0 1115 210
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 270 0 290 270 1285 0 0 1115 210
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 270 0 290 270 1285 0 0 1115 210
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 270 0 290 270 1285 0 0 1115 210
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 270 0 290 270 1285 0 0 1115 210
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 270 0 290 270 1285 0 0 1115 210

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.52 0.48
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3597 678

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.20 0.19 0.45 0.00 0.00 0.31 0.31
Crit Volume: 0 290 270 442
Crit Moves: **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 92 Level Of Service: D

 Street Name: Santa Fe Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 5 455 125 15 275 105 135 1595 5 115 1170 155
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 455 125 15 275 105 135 1595 5 115 1170 155
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 455 125 15 275 105 135 1595 5 115 1170 155
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 455 125 15 275 105 135 1595 5 115 1170 155
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 455 125 15 275 105 135 1595 5 115 1170 155
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 455 125 15 275 105 135 1595 5 115 1170 155
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.14 0.08 0.01 0.09 0.07 0.08 0.50 0.00 0.07 0.37 0.10
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 45 70 270 215 85 30 30 1830 25 60 1360 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 70 270 215 85 30 30 1830 25 60 1360 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 70 270 215 85 30 30 1830 25 60 1360 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 70 270 215 85 30 30 1830 25 60 1360 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 70 270 215 85 30 30 1830 25 60 1360 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 70 270 215 85 30 30 1830 25 60 1360 200

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.62 0.38
Final Sat.: 626 974 1600 1147 453 1600 1600 4735 65 1600 4185 615

Capacity Analysis Module:

Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.39 0.39 0.04 0.33 0.32
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 35 30 135 15 160 205 935 0 5 785 390
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 35 30 135 15 160 205 935 0 5 785 390
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 35 30 135 15 160 205 935 0 5 785 390
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 35 30 135 15 160 205 935 0 5 785 390
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 35 30 135 15 160 205 935 0 5 785 390
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 35 30 135 15 160 205 935 0 5 785 390
OvlAdjVol: 230

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.14 1.00 0.86 1.80 0.20 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 229 1600 1371 2880 320 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.10 0.13 0.29 0.00 0.00 0.25 0.24
OvlAdjV/S: 0.14
Crit Moves: **** **

2023 Plus Alternative 2: Reduced Project AM Peak Hour

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 Year 2023 AM Peak - Reduced Project

Scenario: 2023 Reduced AM Peak
 Scenario Report
 Command: 2023 Reduced AM Peak
 Volume: 2023 Reduced AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2023 AM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.499	A xxxxx	0.499	+ 0.000 V/C
# 2	A xxxxx	0.336	A xxxxx	0.336	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.381	A xxxxx	0.381	+ 0.000 V/C
# 4	A xxxxx	0.284	A xxxxx	0.284	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.805	D xxxxx	0.805	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.325	A xxxxx	0.325	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.708	C xxxxx	0.708	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.676	B xxxxx	0.676	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.655	B xxxxx	0.655	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.554	A xxxxx	0.554	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.348	A xxxxx	0.348	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.412	A xxxxx	0.412	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.322	A xxxxx	0.322	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.650	B xxxxx	0.650	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	0	2	0	0	2

Volume Module:

Base Vol:	0	40	0	0	0	260	680	0	0	0	10	360	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	40	0	0	0	260	680	0	0	0	10	360	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	40	0	0	0	260	680	0	0	0	10	360	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	40	0	0	0	260	680	0	0	0	10	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	40	0	0	0	260	680	0	0	0	10	360	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	40	0	0	0	260	680	0	0	0	10	360	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.01	0.00	0.00	0.08	0.24	0.00	0.00	0.00	0.01	0.11	0.00
Crit Moves:	****					****				****		

Port of Los Angeles
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Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.336
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 265 0 0 40 490 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 265 0 0 40 490 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 265 0 0 40 490 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 265 0 0 40 490 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 265 0 0 40 490 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 265 0 0 40 490 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.00 0.01 0.15 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Volume Module:

Base Vol: 0 200 0 0 0 170 135 0 0 0 0 0 630 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 200 0 0 0 170 135 0 0 0 0 0 630 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 200 0 0 0 170 135 0 0 0 0 0 630 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 0 0 0 170 135 0 0 0 0 0 630 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 0 0 0 170 135 0 0 0 0 0 630 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 200 0 0 0 170 135 0 0 0 0 0 630 230

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.00 0.00 0.05 0.08 0.00 0.00 0.00 0.00 0.00 0.20 0.08
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.284
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25      Level Of Service:      A
*****
Approach:  North Bound  South Bound  East Bound  West Bound
Movement:  L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:   Split Phase  Split Phase  Split Phase  Split Phase
Rights:    Include      Include      Include      Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:     0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:   0 0 0 170 0 0 200 360 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 170 0 0 200 360 0 0 0 0 0
Added Vol:  0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 170 0 0 200 360 0 0 0 0 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 170 0 0 200 360 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 170 0 0 200 360 0 0 0 0 0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 170 0 0 200 360 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:      0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.06 0.00 0.00 0.13 0.11 0.00 0.00 0.00 0.00
Crit Moves: ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.805
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    96      Level Of Service:      D
*****
Street Name:  Navy Way  Seaside Ave
Approach:     North Bound  South Bound  East Bound  West Bound
Movement:     L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:      Permitted  Permitted  Protected  Protected
Rights:       Ignore      Include     Owl         Ignore
Min. Green:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:     545 0 665 0 0 0 0 2625 325 0 2100 35
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   545 0 665 0 0 0 0 2625 325 0 2100 35
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   545 0 665 0 0 0 0 2625 325 0 2100 35
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   545 0 0 0 0 0 0 2625 325 0 2100 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  545 0 0 0 0 0 0 2625 325 0 2100 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  545 0 0 0 0 0 0 2625 325 0 2100 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.61 0.23 0.00 0.49 0.00
Crit Volume:  273          0          875          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.325
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 245 205 0 435 0 0 0 0 0 435 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 245 205 0 435 0 0 0 0 0 435 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 245 205 0 435 0 0 0 0 0 435 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 245 205 0 435 0 0 0 0 0 435 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 245 205 0 435 0 0 0 0 0 435 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 245 205 0 435 0 0 0 0 0 435 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.17 0.14 0.00 0.15 0.00 0.00 0.00 0.00 0.15 0.00 0.00
Crit Volume: 245 0 0 217
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 0 1 0 0 0 1 0 1 0

Volume Module:
Base Vol: 110 5 275 70 5 5 10 245 5 235 170 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 5 275 70 5 5 10 245 5 235 170 75
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 5 275 70 5 5 10 245 5 235 170 75
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 110 5 275 70 5 5 10 245 0 235 170 75
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 5 275 70 5 5 10 245 0 235 170 75
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 110 5 275 70 5 5 10 245 0 235 170 75

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.08 1.92 1.00 0.98 0.71 0.31
Final Sat.: 2880 1600 1600 1600 1600 1600 125 3075 1600 1567 1133 500

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.17 0.04 0.00 0.00 0.08 0.08 0.00 0.15 0.15 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 1 0 1

Volume Module:

Base Vol: 110 105 105 75 55 80 35 815 30 45 1480 270
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 105 105 75 55 80 35 815 30 45 1480 270
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 105 105 75 55 80 35 815 30 45 1480 270
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 110 105 105 75 55 80 35 815 30 45 1480 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 105 105 75 55 80 35 815 30 45 1480 270
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 110 105 105 75 55 80 35 815 30 45 1480 270

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.50 0.50 0.36 0.26 0.38 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 800 800 571 419 610 1600 4630 170 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.05 0.13 0.13 0.02 0.18 0.18 0.03 0.31 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 310 50 250 240 110 35 895 220 55 1215 365
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 310 50 250 240 110 35 895 220 55 1215 365
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 310 50 250 240 110 35 895 220 55 1215 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 310 50 250 240 110 35 895 220 55 1215 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 310 50 250 240 110 35 895 220 55 1215 365

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.41 0.59 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3853 947 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.10 0.03 0.16 0.08 0.07 0.02 0.23 0.23 0.03 0.25 0.23
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 200 55 15 295 70 35 60 845 95 30 1015 275
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 200 55 15 295 70 35 60 845 95 30 1015 275
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 200 55 15 295 70 35 60 845 95 30 1015 275
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 200 55 0 295 70 0 60 845 95 30 1015 275
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 200 55 0 295 70 0 60 845 95 30 1015 275
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 200 55 0 295 70 0 60 845 95 30 1015 275

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.70 0.30 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4315 485 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.13 0.02 0.00 0.18 0.02 0.00 0.04 0.20 0.20 0.02 0.32 0.17
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected												
Rights:	Include		Ovl		Include		Ovl												
Min. Green:	0	0	0	0	0	0	0	0											
Lanes:	0	0	0	0	1	0	0	0	1	0	0	3	0	0	0	0	3	0	1

Volume Module:
 Base Vol: 0 0 0 15 0 150 205 1025 0 0 1280 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 15 0 150 205 1025 0 0 1280 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 15 0 150 205 1025 0 0 1280 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 15 0 150 205 1025 0 0 1280 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 15 0 150 205 1025 0 0 1280 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 15 0 150 205 1025 0 0 1280 50

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.11 0.14 0.24 0.00 0.00 0.30 0.04
 Crit Volume: 0 15 205 427
 Crit Moves: **** **** ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.655
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1 1

 Volume Module:
 Base Vol: 155 185 50 165 190 40 5 1095 295 50 1300 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 155 185 50 165 190 40 5 1095 295 50 1300 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 155 185 50 165 190 40 5 1095 295 50 1300 120
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 155 185 50 165 190 40 5 1095 0 50 1300 120
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 155 185 50 165 190 40 5 1095 0 50 1300 120
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 155 185 50 165 190 40 5 1095 0 50 1300 120

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.37 1.63 1.00 1.00 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1949 2326 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.08 0.08 0.04 0.12 0.05 0.05 0.00 0.38 0.00 0.04 0.46 0.08
 Crit Volume: 113 165 5 650
 Crit Moves: **** **

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.554
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 20 150 550 25 220 115 105 830 20 385 975 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 150 550 25 220 115 105 830 20 385 975 45
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 150 550 25 220 115 105 830 20 385 975 45
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 150 550 25 220 115 105 830 20 385 975 45
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 150 550 25 220 115 105 830 20 385 975 45
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 150 550 25 220 115 105 830 20 385 975 45

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2724 126

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.11 0.19 0.02 0.08 0.08 0.07 0.29 0.01 0.14 0.36 0.36
 Crit Volume: 150 25 105 510
 Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 140 265 110 170 340 30 90 10 160 85 10 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 265 110 170 340 30 90 10 160 85 10 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 265 110 170 340 30 90 10 160 85 10 70
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 140 265 0 170 340 30 90 10 160 85 10 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 265 0 170 340 30 90 10 160 85 10 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 140 265 0 170 340 30 90 10 160 85 10 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.84 0.16 1.00 0.06 0.94 0.89 0.11 1.00
Final Sat.: 1375 2750 1375 2750 2527 223 1375 81 1294 1230 145 1375

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.00 0.06 0.13 0.13 0.07 0.12 0.12 0.07 0.07 0.00
Crit Volume: 140 185 170 95
Crit Moves: **** **** ****

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Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:
Base Vol: 0 5 30 85 5 140 110 275 10 155 320 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 30 85 5 140 110 275 10 155 320 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 30 85 5 140 110 275 10 155 320 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 30 85 5 140 110 275 10 155 320 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 30 85 5 140 110 275 10 155 320 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 30 85 5 140 110 275 10 155 320 60

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.14 0.86 1.00 0.03 0.97 0.56 1.39 0.05 0.58 1.20 0.22
Final Sat.: 1500 214 1286 1500 52 1448 835 2089 76 869 1794 336

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.02 0.06 0.10 0.10 0.13 0.13 0.13 0.18 0.18 0.18
Crit Volume: 0 145 110 268
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 30 20 10 25 160 240 370 295 135 25 435 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 20 10 25 160 240 370 295 135 25 435 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 20 10 25 160 240 370 295 135 25 435 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 20 10 25 160 240 370 295 135 25 435 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 20 10 25 160 240 370 295 135 25 435 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 20 10 25 160 240 370 295 135 25 435 25

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.67 0.33 0.12 0.88 1.00 0.92 0.74 0.34 0.10 1.80 0.10
Final Sat.: 1500 1000 500 176 1324 1500 1388 1106 506 155 2691 155

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.14 0.12 0.16 0.27 0.27 0.27 0.16 0.16 0.16
Crit Volume: 30 240 370 242
Crit Moves: **** **** **** ****

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Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0 0

Volume Module:

Base Vol: 140 10 35 20 20 15 20 685 100 40 625 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 140 10 35 20 20 15 20 685 100 40 625 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 140 10 35 20 20 15 20 685 100 40 625 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 140 10 35 20 20 15 20 685 100 40 625 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 140 10 35 20 20 15 20 685 100 40 625 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 140 10 35 20 20 15 20 685 100 40 625 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.22 0.78 1.00 0.57 0.43 0.05 1.70 0.25 0.12 1.85 0.03
Final Sat.: 1500 333 1167 1500 857 643 75 2553 373 178 2778 44

Capacity Analysis Module:

Vol/Sat: 0.09 0.03 0.03 0.01 0.02 0.02 0.27 0.27 0.27 0.22 0.22 0.23
Crit Volume: 140 35 403 40
Crit Moves: **** **** **** ****

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Year 2023 AM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.322
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0

Volume Module:

Base Vol: 0 0 25 20 5 20 5 825 5 20 680 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 25 20 5 20 5 825 5 20 680 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 25 20 5 20 5 825 5 20 680 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 25 20 5 20 5 825 5 20 680 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 25 20 5 20 5 825 5 20 680 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 25 20 5 20 5 825 5 20 680 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.45 0.11 0.44 0.01 1.98 0.01 0.06 1.91 0.03
Final Sat.: 0 1500 1500 667 167 667 18 2964 18 85 2873 42

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.02 0.03 0.03 0.03 0.28 0.28 0.28 0.24 0.24 0.24
Crit Volume: 25 20 418 20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 120 0 180 90 750 0 0 665 85
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 120 0 180 90 750 0 0 665 85
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 120 0 180 90 750 0 0 665 85
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 180 90 750 0 0 665 85
Reduct Vol: 0 0 0 120 0 180 90 750 0 0 665 85
Reduced Vol: 0 0 0 120 0 180 90 750 0 0 665 85
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 180 90 750 0 0 665 85

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.80 0.20 1.00 1.00 2.00 0.00 1.00 1.77 0.23
Final Sat.: 0 1200 0 960 240 1200 1200 2400 0 1200 2128 272

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.15 0.08 0.31 0.00 0.00 0.31 0.31
Crit Volume: 0 180 90 375
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 475 0 320 50 445 0 0 390 450
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 475 0 320 50 445 0 0 390 450
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 475 0 320 50 445 0 0 390 450
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 475 0 0 50 445 0 0 390 450
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 475 0 0 50 445 0 0 390 450
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 475 0 0 50 445 0 0 390 450

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.32 0.00 0.00 0.03 0.15 0.00 0.00 0.13 0.30
Crit Volume: 0 475 50 450
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.582
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 155 0 220 215 1005 0 0 1005 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 155 0 220 215 1005 0 0 1005 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 155 0 220 215 1005 0 0 1005 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 155 0 220 215 1005 0 0 1005 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 155 0 220 215 1005 0 0 1005 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 155 0 220 215 1005 0 0 1005 180

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.54 0.46
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3626 649

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.15 0.15 0.35 0.00 0.00 0.28 0.28
Crit Volume: 0 220 215 395
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing traffic volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume across different approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves values for different approaches.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 25 105 205 75 45 10 1220 20 90 1650 90
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 25 105 205 75 45 10 1220 20 90 1650 90
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 25 105 205 75 45 10 1220 20 90 1650 90
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 25 105 205 75 45 10 1220 20 90 1650 90
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 25 105 205 75 45 10 1220 20 90 1650 90

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.67 0.33 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.84 0.16
Final Sat.: 1067 533 1600 1171 429 1600 1600 4723 77 1600 4552 248

Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.07 0.13 0.17 0.03 0.01 0.26 0.26 0.06 0.36 0.36
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 5 40 70 145 150 590 10 25 705 230
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 5 40 70 145 150 590 10 25 705 230
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 5 40 70 145 150 590 10 25 705 230
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 5 40 70 145 150 590 10 25 705 230
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 5 40 70 145 150 590 10 25 705 230
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 5 40 70 145 150 590 10 25 705 230
OvlAdjVol: 85

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.28 1.43 0.29 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 457 2286 457 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.03 0.04 0.09 0.09 0.18 0.01 0.02 0.22 0.14
OvlAdjV/S: 0.05
Crit Moves: **** **

2023 Plus Alternative 2: Reduced Project MD Peak Hour

 Scenario Report
 Scenario: 2023 Reduced MD Peak

Command: 2023 Reduced MD Peak
 Volume: 2023 Reduced MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.370	A xxxxx	0.370	+ 0.000 V/C
# 2	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.306	A xxxxx	0.306	+ 0.000 V/C
# 4	A xxxxx	0.305	A xxxxx	0.305	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	A xxxxx	0.480	A xxxxx	0.480	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.689	B xxxxx	0.689	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	B xxxxx	0.673	B xxxxx	0.673	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.496	A xxxxx	0.496	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.269	A xxxxx	0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.275	A xxxxx	0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.355	A xxxxx	0.355	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.237	A xxxxx	0.237	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.475	A xxxxx	0.475	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.538	A xxxxx	0.538	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	B xxxxx	0.638	B xxxxx	0.638	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.680	B xxxxx	0.680	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.467	A xxxxx	0.467	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Ignore	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	0 0 0 0 0	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	70	0	0	90	445	0	0	0	5	210	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	70	0	0	90	445	0	0	0	5	210	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	70	0	0	90	445	0	0	0	5	210	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	70	0	0	90	445	0	0	0	5	210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	70	0	0	90	445	0	0	0	5	210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	70	0	0	90	445	0	0	0	5	210	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.00	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.07	0.00
Crit Moves:	****					****					****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 0	95 0 0 0	70 565 0 0	0 0 0 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	0.90 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.00 1.00	2.00 0.00 0.00	2.00 2.00 0.00	0.00 0.00 0.00
Final Sat.:	0 3200 1600	3200 0 0	2880 3200 0	0 0 0 0

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.03 0.00 0.00	0.02 0.18 0.00	0.00 0.00 0.00
Crit Moves:		****	****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.306
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 110 0 0	0 200 130 0	0 0 0 0	0 400 255 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.90
Lanes:	0.00 2.00 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.00 2.00 2.00
Final Sat.:	0 3200 0 0	0 3200 1600 0	0 0 0 0	0 3200 2880

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Capacity Analysis Module:

Vol/Sat:	0.00 0.03 0.00	0.00 0.06 0.08	0.00 0.00 0.00	0.00 0.13 0.09
Crit Moves:	****	****		****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.305
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	200	0	0	110	435	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	200	0	0	110	435	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	200	0	0	110	435	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	200	0	0	110	435	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	200	0	0	110	435	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	200	0	0	110	435	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.07	0.14	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.480
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	435	0	330	0	0	0	0	1375	5	0	1400	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	0	330	0	0	0	0	1375	5	0	1400	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	0	330	0	0	0	0	1375	5	0	1400	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	435	0	0	0	0	0	0	1375	5	0	1400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	0	0	0	0	0	0	1375	5	0	1400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	435	0	0	0	0	0	0	1375	5	0	1400	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.33	0.00
Crit Volume:	217	0			0			467			0	
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Ferry St / Seaside Ave				Harbor Fwy Ramp					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	360	290	5	395	0	0	0	0	425	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	290	5	395	0	0	0	0	425	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	290	5	395	0	0	0	0	425	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	290	5	395	0	0	0	0	425	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	290	5	395	0	0	0	0	425	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	290	5	395	0	0	0	0	425	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.25	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	360	5								213		
Crit Moves:	****	****								****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Include		Include		Ignore		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	100	5	110	50	10	5	10	220	5	225	200	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	5	110	50	10	5	10	220	5	225	200	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	5	110	50	10	5	10	220	5	225	200	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	5	110	50	10	5	10	220	0	225	200	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	5	110	50	10	5	10	220	0	225	200	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	5	110	50	10	5	10	220	0	225	200	160

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.33	0.67	0.09	1.91	1.00	0.77	0.68	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	139	3061	1600	1231	1094	875

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.07	0.03	0.00	0.00	0.07	0.07	0.00	0.18	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Street Name:	Harbor Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	110	95	180	165	85	110	35	1140	45	45	1135	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	95	180	165	85	110	35	1140	45	45	1135	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	95	180	165	85	110	35	1140	45	45	1135	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	95	180	165	85	110	35	1140	45	45	1135	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	95	180	165	85	110	35	1140	45	45	1135	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	95	180	165	85	110	35	1140	45	45	1135	220

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.35	0.65	0.46	0.24	0.30	1.00	2.89	0.11	1.00	3.00	1.00
Final Sat.:	1600	553	1047	733	378	489	1600	4618	182	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.10	0.22	0.02	0.25	0.25	0.03	0.24	0.14	
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	18 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Street Name:	Santa Fe Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Protected	Protected	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1		

Volume Module:

Base Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	230	55	175	160	120	80	975	15	45	1065	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	230	55	175	160	120	80	975	15	45	1065	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	230	55	175	160	120	80	975	15	45	1065	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	230	55	175	160	120	80	975	15	45	1065	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	230	55	175	160	120	80	975	15	45	1065	250

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.95	0.05	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4727	73	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.02	0.07	0.03	0.11	0.05	0.08	0.05	0.21	0.21	0.03	0.22	0.16
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 105 35 0 175 35 35 75 810 75 15 895 255
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 105 35 0 175 35 35 75 810 75 15 895 255
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 35 0 175 35 35 75 810 75 15 895 255
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 105 35 0 175 35 0 75 810 75 15 895 255
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 105 35 0 175 35 0 75 810 75 15 895 255
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 105 35 0 175 35 0 75 810 75 15 895 255

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.75 0.25 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4393 407 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.07 0.01 0.00 0.11 0.01 0.00 0.05 0.18 0.18 0.01 0.28 0.16
 Crit Moves: ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected													
Rights:	Include		Ovl		Include		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1

Volume Module:
 Base Vol: 0 0 0 20 0 215 155 1040 0 0 895 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 215 155 1040 0 0 895 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 215 155 1040 0 0 895 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 215 155 1040 0 0 895 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 215 155 1040 0 0 895 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 215 155 1040 0 0 895 35

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.11 0.24 0.00 0.00 0.21 0.02
 Crit Volume: 0 215 0 298
 Crit Moves: ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: B

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
 Volume Module:
 Base Vol: 210 185 100 215 250 80 100 965 215 100 1025 195
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 210 185 100 215 250 80 100 965 215 100 1025 195
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 210 185 100 215 250 80 100 965 215 100 1025 195
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 210 185 100 215 250 80 100 965 0 100 1025 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 210 185 100 215 250 80 100 965 0 100 1025 195
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 210 185 100 215 250 80 100 965 0 100 1025 195
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.59 1.41 1.00 1.00 2.27 0.73 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2273 2002 1425 1425 3239 1036 1425 2850 1425 1425 2850 1425
 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.07 0.15 0.08 0.08 0.07 0.34 0.00 0.07 0.36 0.14
 Crit Volume: 132 215 100 513
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.496
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1
 Volume Module:
 Base Vol: 5 120 355 20 85 115 85 860 15 225 940 25
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 120 355 20 85 115 85 860 15 225 940 25
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 120 355 20 85 115 85 860 15 225 940 25
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 120 355 20 85 115 85 860 15 225 940 25
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 120 355 20 85 115 85 860 15 225 940 25
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 120 355 20 85 115 85 860 15 225 940 25
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.95 0.05
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2776 74
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.08 0.12 0.01 0.03 0.08 0.06 0.30 0.01 0.08 0.34 0.34
 Crit Volume: 120 20 85 483
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp	Henry Ford Ave-Pier A Wy
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected	Split Phase
Rights:	Ignore	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0

Volume Module:

Base Vol:	55	230	45	135	385	45	60	0	60	40	0	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	230	45	135	385	45	60	0	60	40	0	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	230	45	135	385	45	60	0	60	40	0	210
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	230	0	135	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	230	0	135	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	230	0	135	385	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.08	0.00	0.05	0.16	0.04	0.00	0.04	0.03	0.00	0.00	0.00
Crit Volume:	55			215		60			40			
Crit Moves:	****			****		****			****			

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.275
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	Broad Ave	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted	Permitted
Rights:	Include	Include
Min. Green:	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	0	10	130	10	10	30	65	400	0	30	310	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	130	10	10	30	65	400	0	30	310	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	130	10	10	30	65	400	0	30	310	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	130	10	10	30	65	400	0	30	310	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	130	10	10	30	65	400	0	30	310	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	130	10	10	30	65	400	0	30	310	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.25	0.75	0.28	1.72	0.00	0.16	1.68	0.16
Final Sat.:	1500	107	1393	1500	375	1125	419	2581	0	243	2514	243

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.15	0.16	0.00	0.12	0.12	0.12
Crit Volume:		140	10				233			30		
Crit Moves:		****	****				****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.355
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R

Control:	Permitted		Permitted	Permitted		Permitted			
Rights:	Include		Include	Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:	Avalon Blvd			Harry Bridges Blvd								
Base Vol:	30	30	10	5	95	125	185	405	35	15	350	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	10	5	95	125	185	405	35	15	350	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	10	5	95	125	185	405	35	15	350	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	10	5	95	125	185	405	35	15	350	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	10	5	95	125	185	405	35	15	350	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	10	5	95	125	185	405	35	15	350	20

Saturation Flow Module:	Avalon Blvd			Harry Bridges Blvd								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.86	0.28	0.04	0.96	1.00	0.59	1.30	0.11	0.08	1.82	0.10
Final Sat.:	1286	1286	429	67	1433	1500	888	1944	168	117	2727	156

Capacity Analysis Module:	Avalon Blvd			Harry Bridges Blvd								
Vol/Sat:	0.02	0.02	0.02	0.07	0.07	0.08	0.21	0.21	0.21	0.13	0.13	0.13
Crit Volume:	30					125	185				192	
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd					
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R

Control:	Permitted		Permitted	Permitted		Permitted			
Rights:	Include		Include	Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	1

Volume Module:	Fries Ave			Harry Bridges Blvd								
Base Vol:	165	20	65	5	10	25	20	460	45	15	505	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	20	65	5	10	25	20	460	45	15	505	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	20	65	5	10	25	20	460	45	15	505	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	20	65	5	10	25	20	460	45	15	505	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	20	65	5	10	25	20	460	45	15	505	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	20	65	5	10	25	20	460	45	15	505	10

Saturation Flow Module:	Fries Ave			Harry Bridges Blvd								
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.24	0.76	1.00	0.29	0.71	0.08	1.75	0.17	0.06	1.90	0.04
Final Sat.:	1500	353	1147	1500	429	1071	114	2629	257	85	2858	57

Capacity Analysis Module:	Fries Ave			Harry Bridges Blvd								
Vol/Sat:	0.11	0.06	0.06	0.00	0.02	0.02	0.18	0.17	0.17	0.18	0.18	0.18
Crit Volume:	165					35	20				265	
Crit Moves:	****					****	****				****	

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.237
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 19 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 0 0 15 15 0 10 10 580 5 10 605 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 15 15 0 10 10 580 5 10 605 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 15 15 0 10 10 580 5 10 605 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 15 15 0 10 10 580 5 10 605 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 15 15 0 10 10 580 5 10 605 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 15 15 0 10 10 580 5 10 605 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.60 0.00 0.40 0.03 1.95 0.02 0.03 1.92 0.05
 Final Sat.: 0 1500 1500 900 0 600 50 2924 25 48 2881 71

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.20 0.20 0.20 0.21 0.21 0.21
 Crit Volume: 15 15 10 315
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 0 0 25 0 125 120 655 0 0 595 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 25 0 125 120 655 0 0 595 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 25 0 125 120 655 0 0 595 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 25 0 125 120 655 0 0 595 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 25 0 125 120 655 0 0 595 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 25 0 125 120 655 0 0 595 55

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.33 0.67 1.00 1.00 2.00 0.00 1.00 1.83 0.17
 Final Sat.: 0 1200 0 400 800 1200 1200 2400 0 1200 2197 203

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.06 0.00 0.10 0.10 0.27 0.00 0.00 0.27 0.27
 Crit Volume: 0 125 120 325
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 29 Level Of Service: A

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 0 1 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 345 0 345 45 260 0 0 325 355
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 345 0 345 45 260 0 0 325 355
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 345 0 345 45 260 0 0 325 355
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 345 0 0 45 260 0 0 325 355
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 345 0 0 45 260 0 0 325 355
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 345 0 0 45 260 0 0 325 355

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.03 0.09 0.00 0.00 0.11 0.24
 Crit Volume: 0 345 45 355
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

 Volume Module:
 Base Vol: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 145 0 115 190 1150 0 0 1110 185
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 145 0 115 190 1150 0 0 1110 185
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 145 0 115 190 1150 0 0 1110 185
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 145 0 115 190 1150 0 0 1110 185

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.08 0.13 0.40 0.00 0.00 0.30 0.30
 Crit Volume: 0 145 190 432
 Crit Moves: **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.680
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	40	250	210	60	50	15	1260	20	95	1275	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	40	250	210	60	50	15	1260	20	95	1275	175
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	40	250	210	60	50	15	1260	20	95	1275	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	40	250	210	60	50	15	1260	20	95	1275	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	40	250	210	60	50	15	1260	20	95	1275	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	40	250	210	60	50	15	1260	20	95	1275	175

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	0.78	0.22	1.00	1.00	2.95	0.05	1.00	2.64	0.36
Final Sat.:	747	853	1600	1244	356	1600	1600	4725	75	1600	4221	579

Capacity Analysis Module:

Vol/Sat:	0.02	0.05	0.16	0.13	0.17	0.03	0.01	0.27	0.06	0.30	0.30	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	20	30	65	140	220	640	15	50	540	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	20	30	65	140	220	640	15	50	540	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	20	30	65	140	220	640	15	50	540	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	20	30	65	140	220	640	15	50	540	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	20	30	65	140	220	640	15	50	540	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	20	30	65	140	220	640	15	50	540	310
OvlAdjVol:												170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.20	0.80	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1920	1280	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.04	0.09	0.14	0.20	0.01	0.03	0.17	0.19
OvlAdjV/S:												0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2023 Plus Alternative 2: Reduced Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2023 PM Peak - Reduced Project

Scenario: 2023 Reduced PM Peak
 Scenario Report
 Command: 2023 Reduced PM Peak
 Volume: 2023 Reduced PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2023 PM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 2	A xxxxx	0.302	A xxxxx	0.302	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.333	A xxxxx	0.333	+ 0.000 V/C
# 4	A xxxxx	0.300	A xxxxx	0.300	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.776	C xxxxx	0.776	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.298	A xxxxx	0.298	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.543	A xxxxx	0.543	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.777	C xxxxx	0.777	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.775	C xxxxx	0.775	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.892	D xxxxx	0.892	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.410	A xxxxx	0.410	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.693	B xxxxx	0.693	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.440	A xxxxx	0.440	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.800	D xxxxx	0.800	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.696	B xxxxx	0.696	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C

Port of Los Angeles
 SCIG
 Year 2023 PM Peak - Reduced Project

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.773	C	xxxxx 0.773	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.600	A	xxxxx 0.600	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

 Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Protected Protected Protected Protected
 Rights: Include Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 0 0 0 2 0 2 0 0 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 0 75 0 0 90 605 0 0 0 15 320 270
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 75 0 0 90 605 0 0 0 15 320 270
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 75 0 0 90 605 0 0 0 15 320 270
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 0 75 0 0 90 605 0 0 0 15 320 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 75 0 0 90 605 0 0 0 15 320 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 0 75 0 0 90 605 0 0 0 15 320 0
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 0 0 3200 2880 0 0 0 1600 3200 1600
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.00 0.00 0.03 0.21 0.00 0.00 0.00 0.01 0.10 0.00
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.302
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:        Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 105 0 0 75 540 0 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0 105 0 0 75 540 0 0 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 0 0 0 105 0 0 75 540 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0 105 0 0 75 540 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 0 105 0 0 75 540 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0 105 0 0 75 540 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0 2880 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.03 0.00 0.00 0.03 0.17 0.00 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.333
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    26           Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:        Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:         0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 115 0 0 0 225 85 0 0 0 0 0 520 235
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 115 0 0 0 225 85 0 0 0 0 0 520 235
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  0 115 0 0 0 225 85 0 0 0 0 0 520 235
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 115 0 0 0 225 85 0 0 0 0 0 520 235
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 115 0 0 0 225 85 0 0 0 0 0 520 235
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 115 0 0 0 225 85 0 0 0 0 0 520 235
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.04 0.00 0.00 0.07 0.05 0.00 0.00 0.00 0.00 0.16 0.08
Crit Moves:   ****          ****
*****
    
```


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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.300
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    25           Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Split Phase      Split Phase      Split Phase      Split Phase
Rights:          Include       Include       Include       Include
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:        0 0 0 225 0 0 115 390 0 0 0 0 0
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 225 0 0 115 390 0 0 0 0 0
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    0 0 0 225 0 0 115 390 0 0 0 0 0
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0 225 0 0 115 390 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 225 0 0 115 390 0 0 0 0 0
PCE Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 225 0 0 115 390 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.08 0.00 0.00 0.07 0.12 0.00 0.00 0.00 0.00
Crit Moves:    ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.776
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    83           Level Of Service:      C
*****
Street Name:     Navy Way              Seaside Ave
Approach:        North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:         Permitted       Permitted       Protected       Protected
Rights:          Ignore        Include         Owl            Ignore
Min. Green:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:          2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:        555 0 505 0 0 0 0 2485 225 0 2320 45
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     555 0 505 0 0 0 0 2485 225 0 2320 45
Added Vol:      0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:    555 0 505 0 0 0 0 2485 225 0 2320 45
User Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     555 0 0 0 0 0 0 2485 225 0 2320 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    555 0 0 0 0 0 0 2485 225 0 2320 0
PCE Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    555 0 0 0 0 0 0 2485 225 0 2320 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:       1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.58 0.16 0.00 0.54 0.00
Crit Volume:    278                0                828                0
Crit Moves:    ****                ****                ****                ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.298
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
 Base Vol: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 340 185 0 95 0 0 0 0 0 170 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 340 185 0 95 0 0 0 0 0 170 0 0 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.24 0.13 0.00 0.03 0.00 0.00 0.00 0.00 0.06 0.00 0.00
 Crit Volume: 340 0 0 85
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
 Base Vol: 135 5 145 35 5 10 50 120 235 305 145 180
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 135 5 145 35 5 10 50 120 235 305 145 180
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 135 5 145 35 5 10 50 120 235 305 145 180
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 135 5 145 35 5 10 50 120 0 305 145 180
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 135 5 145 35 5 10 50 120 0 305 145 180
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 135 5 145 35 5 10 50 120 0 305 145 180

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.59 1.41 1.00 0.97 0.46 0.57
 Final Sat.: 2880 1600 1600 1600 1600 1600 941 2259 1600 1549 737 914

Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.09 0.02 0.00 0.01 0.05 0.05 0.00 0.20 0.20 0.20
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 30 35 100 185 35 85 30 1560 20 55 1325 175
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 35 100 185 35 85 30 1560 20 55 1325 175
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 35 100 185 35 85 30 1560 20 55 1325 175
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 35 100 185 35 85 30 1560 20 55 1325 175
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 35 100 185 35 85 30 1560 20 55 1325 175
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 35 100 185 35 85 30 1560 20 55 1325 175

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.26 0.74 0.61 0.11 0.28 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 415 1185 970 184 446 1600 4739 61 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.08 0.12 0.19 0.19 0.02 0.33 0.33 0.03 0.28 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.777
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 30 295 95 345 225 165 85 1290 10 30 1165 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 295 95 345 225 165 85 1290 10 30 1165 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 295 95 345 225 165 85 1290 10 30 1165 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 295 95 345 225 165 85 1290 10 30 1165 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 295 95 345 225 165 85 1290 10 30 1165 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 295 95 345 225 165 85 1290 10 30 1165 305

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4763 37 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.06 0.22 0.07 0.10 0.05 0.27 0.27 0.02 0.24 0.19
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 335 110 30 170 130 40 45 1225 355 20 1205 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 335 110 30 170 130 40 45 1225 355 20 1205 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 335 110 30 170 130 40 45 1225 355 20 1205 145
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 335 110 0 170 130 0 45 1225 355 20 1205 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 335 110 0 170 130 0 45 1225 355 20 1205 145
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 335 110 0 170 130 0 45 1225 355 20 1205 145

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3722 1078 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.21 0.03 0.00 0.11 0.04 0.00 0.03 0.33 0.33 0.01 0.38 0.09
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 65 0 360 140 1505 0 0 1615 60
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 65 0 360 140 1505 0 0 1615 60
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 65 0 360 140 1505 0 0 1615 60
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 65 0 360 140 1505 0 0 1615 60
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 65 0 360 140 1505 0 0 1615 60

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.25 0.10 0.35 0.00 0.00 0.38 0.04
Crit Volume: 0 360 0 538
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.892
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 173 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 280 340 180 215 185 50 85 1325 220 85 1530 155
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 340 180 215 185 50 85 1325 220 85 1530 155
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 340 180 215 185 50 85 1325 220 85 1530 155
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 280 340 180 215 185 50 85 1325 0 85 1530 155
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 340 180 215 185 50 85 1325 0 85 1530 155
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 280 340 180 215 185 50 85 1325 0 85 1530 155

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.35 1.65 1.00 1.00 2.36 0.64 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1931 2344 1425 1425 3365 910 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.15 0.15 0.13 0.15 0.05 0.05 0.06 0.46 0.00 0.06 0.54 0.11
 Crit Volume: 207 215 85 765
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.791
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 89 Level Of Service: C

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:
 Base Vol: 15 270 595 30 250 110 120 965 10 325 1365 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 270 595 30 250 110 120 965 10 325 1365 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 270 595 30 250 110 120 965 10 325 1365 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 270 595 30 250 110 120 965 10 325 1365 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 270 595 30 250 110 120 965 10 325 1365 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 270 595 30 250 110 120 965 10 325 1365 50

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.93 0.07
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2749 101

Capacity Analysis Module:
 Vol/Sat: 0.01 0.19 0.21 0.02 0.09 0.08 0.08 0.34 0.01 0.11 0.50 0.50
 Crit Volume: 270 30 120 708
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 85 295 80 100 330 35 70 0 15 115 0 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 295 80 100 330 35 70 0 15 115 0 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 295 80 100 330 35 70 0 15 115 0 280
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 295 0 100 330 35 70 0 15 115 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 295 0 100 330 35 70 0 15 115 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 295 0 100 330 35 70 0 15 115 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2486 264 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.11 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 183 70 115
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 10 0 145 70 0 210 140 500 0 20 435 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 145 70 0 210 140 500 0 20 435 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 145 70 0 210 140 500 0 20 435 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 145 70 0 210 140 500 0 20 435 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 145 70 0 210 140 500 0 20 435 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 145 70 0 210 140 500 0 20 435 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.44 1.56 0.00 0.08 1.67 0.25
Final Sat.: 1500 0 1500 1500 0 1500 656 2344 0 115 2510 375

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.10 0.05 0.00 0.14 0.21 0.21 0.00 0.17 0.17 0.17
Crit Volume: 145 70 140 260
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.693
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:
Base Vol: 40 70 5 30 30 285 390 575 5 10 605 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 70 5 30 30 285 390 575 5 10 605 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 70 5 30 30 285 390 575 5 10 605 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 70 5 30 30 285 390 575 5 10 605 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 70 5 30 30 285 390 575 5 10 605 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 70 5 30 30 285 390 575 5 10 605 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.69 1.22 0.09 0.17 0.83 1.00 0.80 1.19 0.01 0.03 1.86 0.11
Final Sat.: 1043 1826 130 261 1239 1500 1206 1778 15 46 2792 162

Capacity Analysis Module:
Vol/Sat: 0.04 0.04 0.04 0.11 0.02 0.19 0.32 0.32 0.32 0.22 0.22 0.22
Crit Volume: 40 285 390 325
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:
Base Vol: 160 20 75 5 5 30 20 825 20 10 890 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 20 75 5 5 30 20 825 20 10 890 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 20 75 5 5 30 20 825 20 10 890 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 20 75 5 5 30 20 825 20 10 890 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 20 75 5 5 30 20 825 20 10 890 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 20 75 5 5 30 20 825 20 10 890 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.21 0.79 1.00 0.14 0.86 0.04 1.91 0.05 0.02 1.92 0.06
Final Sat.: 1500 316 1184 1500 214 1286 69 2861 69 32 2871 97

Capacity Analysis Module:
Vol/Sat: 0.11 0.06 0.06 0.00 0.02 0.02 0.29 0.29 0.29 0.31 0.31 0.31
Crit Volume: 160 35 20 465
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	0	0	1	0	0	1	0

Volume Module:

Base Vol:	25	0	30	15	5	25	15	810	20	20	1110	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	30	15	5	25	15	810	20	20	1110	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	30	15	5	25	15	810	20	20	1110	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	30	15	5	25	15	810	20	20	1110	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	30	15	5	25	15	810	20	20	1110	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	30	15	5	25	15	810	20	20	1110	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.91	0.09	1.00	0.33	0.11	0.56	0.03	1.92	0.05	0.03	1.94	0.03
Final Sat.:	1364	136	1500	500	167	833	53	2876	71	52	2896	52

Capacity Analysis Module:

Vol/Sat:	0.02	0.00	0.02	0.03	0.03	0.03	0.28	0.28	0.28	0.38	0.38	0.38
Crit Volume:	25			45	15					575		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: C

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	0	0	130	0	210	105	665	0	0	860	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	210	105	665	0	0	860	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	210	105	665	0	0	860	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	130	0	210	105	665	0	0	860	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	130	0	210	105	665	0	0	860	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	130	0	210	105	665	0	0	860	340

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.76	0.24	1.00	1.00	2.00	0.00	1.00	1.43	0.57
Final Sat.:	0	1200	0	918	282	1200	1200	2400	0	1200	1720	680

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.17	0.09	0.28	0.00	0.00	0.50	0.50
Crit Volume:	0			210	105					600		
Crit Moves:				****	****					****		

Port of Los Angeles
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Year 2023 PM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 570 0 425 45 325 0 0 1005 585
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 570 0 425 45 325 0 0 1005 585
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 570 0 425 45 325 0 0 1005 585
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 570 0 425 45 325 0 0 1005 585
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 570 0 425 45 325 0 0 1005 585
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 570 0 425 45 325 0 0 1005 585

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.03 0.11 0.00 0.00 0.34 0.39
Crit Volume: 0 570 45 585
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.696
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 245 0 290 270 1290 0 0 1110 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 245 0 290 270 1290 0 0 1110 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 245 0 290 270 1290 0 0 1110 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 245 0 290 270 1290 0 0 1110 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 245 0 290 270 1290 0 0 1110 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 245 0 290 270 1290 0 0 1110 185

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.57 0.43
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3664 611

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.20 0.19 0.45 0.00 0.00 0.30 0.30
Crit Volume: 0 290 270 432
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	455	125	15	275	105	135	1480	5	115	1120	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	455	125	15	275	105	135	1480	5	115	1120	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	455	125	15	275	105	135	1480	5	115	1120	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	455	125	15	275	105	135	1480	5	115	1120	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	455	125	15	275	105	135	1480	5	115	1120	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	455	125	15	275	105	135	1480	5	115	1120	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.14	0.08	0.01	0.09	0.07	0.08	0.46	0.00	0.07	0.35	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.773
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 78 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0

Volume Module:
 Base Vol: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 45 70 270 215 85 30 30 1730 25 60 1310 200
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 45 70 270 215 85 30 30 1730 25 60 1310 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 45 70 270 215 85 30 30 1730 25 60 1310 200
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 45 70 270 215 85 30 30 1730 25 60 1310 200

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.39 0.61 1.00 0.72 0.28 1.00 1.00 2.96 0.04 1.00 2.60 0.40
 Final Sat.: 626 974 1600 1147 453 1600 1600 4732 68 1600 4164 636

Capacity Analysis Module:
 Vol/Sat: 0.03 0.07 0.17 0.13 0.19 0.02 0.02 0.37 0.37 0.04 0.31 0.31
 Crit Moves: **** **

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 Year 2023 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0

Volume Module:
 Base Vol: 5 35 30 35 15 160 205 905 0 5 735 235
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 35 30 35 15 160 205 905 0 5 735 235
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 35 30 35 15 160 205 905 0 5 735 235
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 35 30 35 15 160 205 905 0 5 735 235
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 35 30 35 15 160 205 905 0 5 735 235
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 35 30 35 15 160 205 905 0 5 735 235
 OvlAdjVol: 75

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.14 1.00 0.86 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 229 1600 1371 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.10 0.13 0.28 0.00 0.00 0.23 0.15
 OvlAdjV/S: 0.05
 Crit Moves: **** **

2035 Without Project AM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2035 AM Peak - WO Project W ICTF

Scenario: 2035 WO Project AM Peak Scenario Report
 Command: 2035 WO Project AM Peak
 Volume: 2035 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
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 Year 2035 AM Peak - WO Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.497	A xxxxx	0.497	+ 0.000 V/C
# 2	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.517	A xxxxx	0.517	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.816	D xxxxx	0.816	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.819	D xxxxx	0.819	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.728	C xxxxx	0.728	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.345	A xxxxx	0.345	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.558	A xxxxx	0.558	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.760	C xxxxx	0.760	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.759	C	xxxxx 0.759	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.542	A	xxxxx 0.542	+ 0.000 V/C

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 Year 2035 AM Peak - WO Project W ICTF

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	520	0	0	365	765	0	0	0	125	235	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	520	0	0	365	765	0	0	0	125	235	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	520	0	0	365	765	0	0	0	125	235	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	520	0	0	365	765	0	0	0	125	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	520	0	0	365	765	0	0	0	125	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	520	0	0	365	765	0	0	0	125	235	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.16	0.00	0.00	0.11	0.27	0.00	0.00	0.00	0.08	0.07	0.00
Crit Moves:	****					****				****		

Port of Los Angeles
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Year 2035 AM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), and Rights (Include). Includes rows for Min. Green and Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), and Rights (Include). Includes rows for Min. Green and Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

Port of Los Angeles
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 Year 2035 AM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.429
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      120 0 0      460 485 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0      120 0 0      460 485 0      0 0 0 0
Added Vol:     0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0 0      120 0 0      460 485 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      120 0 0      460 485 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      120 0 0      460 485 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      120 0 0      460 485 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.15 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.816
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    101          Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      465 0 745 0 0 0 0 0 2790 315 0 2640 35
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    465 0 745 0 0 0 0 0 2790 315 0 2640 35
Added Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   465 0 745 0 0 0 0 0 2790 315 0 2640 35
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    465 0 0 0 0 0 0 0 2790 315 0 2640 0
Reduct Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:   465 0 0 0 0 0 0 0 2790 315 0 2640 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   465 0 0 0 0 0 0 0 2790 315 0 2640 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.22 0.00 0.62 0.00
Crit Volume:   233          0          930          0
Crit Moves:    ****          ****          ****          ****
*****
    
```


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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	435	290	0	440	0	0	0	0	540	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	290	0	440	0	0	0	0	540	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	290	0	440	0	0	0	0	540	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	290	0	440	0	0	0	0	540	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	290	0	440	0	0	0	0	540	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	290	0	440	0	0	0	0	540	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.31	0.20	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.00
Crit Volume:	435			0			0			270		
Crit Moves:	****			****						****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	100	15	335	160	10	5	10	340	35	280	230	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	15	335	160	10	5	10	340	35	280	230	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	15	335	160	10	5	10	340	35	280	230	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	15	335	160	10	5	10	340	0	280	230	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	15	335	160	10	5	10	340	0	280	230	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	15	335	160	10	5	10	340	0	280	230	195

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.33	0.67	0.06	1.94	1.00	0.80	0.65	0.55
Final Sat.:	2880	1600	1600	1600	2133	1067	91	3109	1600	1271	1044	885

Capacity Analysis Module:

Vol/Sat:	0.03	0.01	0.21	0.10	0.00	0.00	0.11	0.11	0.00	0.22	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 130 85 145 135 65 55 15 830 35 30 1575 180
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 130 85 145 135 65 55 15 830 35 30 1575 180
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 130 85 145 135 65 55 15 830 35 30 1575 180
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 130 85 145 135 65 55 15 830 35 30 1575 180
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 130 85 145 135 65 55 15 830 35 30 1575 180
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 130 85 145 135 65 55 15 830 35 30 1575 180

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.88 0.12 1.00 3.00 1.00
 Final Sat.: 1600 591 1009 847 408 345 1600 4606 194 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.18 0.18 0.02 0.33 0.11
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 15 200 35 175 260 60 20 1085 10 10 1190 375
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 200 35 175 260 60 20 1085 10 10 1190 375
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 200 35 175 260 60 20 1085 10 10 1190 375
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 200 35 175 260 60 20 1085 10 10 1190 375
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 200 35 175 260 60 20 1085 10 10 1190 375
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 200 35 175 260 60 20 1085 10 10 1190 375

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.97 0.03 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4756 44 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.06 0.02 0.11 0.08 0.04 0.01 0.23 0.23 0.01 0.25 0.23
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 245 140 15 310 135 35 40 820 255 10 1105 285
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 245 140 15 310 135 35 40 820 255 10 1105 285
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 245 140 15 310 135 35 40 820 255 10 1105 285
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 245 140 0 310 135 0 40 820 255 10 1105 285
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 245 140 0 310 135 0 40 820 255 10 1105 285
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 245 140 0 310 135 0 40 820 255 10 1105 285

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.29 0.71 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3661 1139 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.15 0.04 0.00 0.19 0.04 0.00 0.03 0.22 0.22 0.01 0.35 0.18
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	0	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 30 0 160 230 1075 0 0 1370 65
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 30 0 160 230 1075 0 0 1370 65
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 30 0 160 230 1075 0 0 1370 65
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 30 0 160 230 1075 0 0 1370 65
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 30 0 160 230 1075 0 0 1370 65

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.11 0.16 0.25 0.00 0.00 0.32 0.05
 Crit Volume: 0 30 230 457
 Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C
Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 210 95 130 105 155 45 95 1155 370 55 1350 105
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 210 95 130 105 155 45 95 1155 370 55 1350 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 210 95 130 105 155 45 95 1155 370 55 1350 105
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 210 95 130 105 155 45 95 1155 0 55 1350 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 210 95 130 105 155 45 95 1155 0 55 1350 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 210 95 130 105 155 45 95 1155 0 55 1350 105
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2850 1425 1425 1425 3313 962 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.09 0.07 0.05 0.05 0.07 0.41 0.00 0.04 0.47 0.07
Crit Volume: 130 105 95 675
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St
Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A
Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0
Volume Module:
Base Vol: 20 150 575 40 130 140 95 895 10 380 960 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 150 575 40 130 140 95 895 10 380 960 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 150 575 40 130 140 95 895 10 380 960 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 150 575 40 130 140 95 895 10 380 960 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 150 575 40 130 140 95 895 10 380 960 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 150 575 40 130 140 95 895 10 380 960 40
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2736 114
Capacity Analysis Module:
Vol/Sat: 0.01 0.11 0.20 0.03 0.05 0.10 0.07 0.31 0.01 0.13 0.35 0.35
Crit Volume: 150 40 447 190
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	35	365	95	55	425	25	35	5	40	180	0	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	365	95	55	425	25	35	5	40	180	0	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	365	95	55	425	25	35	5	40	180	0	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	365	0	55	425	25	35	5	40	180	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	365	0	55	425	25	35	5	40	180	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	365	0	55	425	25	35	5	40	180	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.89	0.11	1.00	0.11	0.89	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2597	153	1375	153	1222	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.13	0.00	0.02	0.16	0.16	0.03	0.03	0.03	0.13	0.00	0.00
Crit Volume:	35			225			45	180				
Crit Moves:	****			****			****	****				

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.345
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	70	95	5	110	80	230	5	140	330	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	70	95	5	110	80	230	5	140	330	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	70	95	5	110	80	230	5	140	330	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	70	95	5	110	80	230	5	140	330	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	70	95	5	110	80	230	5	140	330	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	70	95	5	110	80	230	5	140	330	65

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.04	0.96	0.51	1.46	0.03	0.52	1.24	0.24
Final Sat.:	1500	100	1400	1500	65	1435	762	2190	48	785	1850	364

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.08	0.08	0.11	0.11	0.10	0.18	0.18	0.18
Crit Volume:	75			95			80			268		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 45 20 10 30 145 190 355 285 130 20 455 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 20 10 30 145 190 355 285 130 20 455 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 20 10 30 145 190 355 285 130 20 455 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 20 10 30 145 190 355 285 130 20 455 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 20 10 30 145 190 355 285 130 20 455 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 20 10 30 145 190 355 285 130 20 455 20
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.16 0.84 1.00 0.92 0.74 0.34 0.08 1.84 0.08
Final Sat.: 1500 1100 400 247 1253 1500 1383 1110 506 121 2758 121
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.26 0.26 0.17 0.16 0.17
Crit Volume: 45 190 355 248
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
-----|-----|-----|-----|
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol: 75 10 105 25 10 10 10 560 40 65 560 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 75 10 105 25 10 10 10 560 40 65 560 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 75 10 105 25 10 10 10 560 40 65 560 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 75 10 105 25 10 10 10 560 40 65 560 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 75 10 105 25 10 10 10 560 40 65 560 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 75 10 105 25 10 10 10 560 40 65 560 15
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.09 0.91 1.00 0.50 0.50 0.03 1.84 0.13 0.20 1.75 0.05
Final Sat.: 1500 130 1370 1500 750 750 49 2754 197 305 2625 70
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.05 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.21 0.21 0.21
Crit Volume: 115 25 305 65
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	5	5	20	0	0	0	0	600	10	15	575	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	20	0	0	0	0	600	10	15	575	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	20	0	0	0	0	600	10	15	575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	20	0	0	0	0	600	10	15	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	20	0	0	0	0	600	10	15	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	20	0	0	0	0	600	10	15	575	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.00	0.00	0.00	0.00	1.97	0.03	0.05	1.95	0.00
Final Sat.:	500	1000	1500	0	0	0	0	2951	49	76	2924	0

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.20	0.00
Crit Volume:	20	0	0	0	0	0	0	305	15	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	85	0	285	0	560	0	0	535	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	85	0	285	0	560	0	0	535	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	85	0	285	0	560	0	0	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	285	0	560	0	0	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	285	0	560	0	0	535	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	85	0	285	0	560	0	0	535	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.46	0.54	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	551	649	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.24	0.00	0.23	0.00	0.00	0.22	0.00
Crit Volume:	0	0	0	285	280	0	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 0 0 5 380 0 570 150 695 0 5 570 605
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 5 380 0 570 150 695 0 5 570 605
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 5 380 0 570 150 695 0 5 570 605
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 5 380 0 0 150 695 0 5 570 605
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 5 380 0 0 150 695 0 5 570 605
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 5 380 0 0 150 695 0 5 570 605

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.25 0.00 0.00 0.10 0.23 0.00 0.00 0.19 0.40
Crit Volume: 5 380 150 605
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:
Base Vol: 0 0 0 245 0 245 220 1270 0 0 1070 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 245 0 245 220 1270 0 0 1070 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 245 0 245 220 1270 0 0 1070 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 245 0 245 220 1270 0 0 1070 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 245 0 245 220 1270 0 0 1070 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 245 0 245 220 1270 0 0 1070 195

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.54 0.46
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3616 659

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.17 0.00 0.17 0.15 0.45 0.00 0.00 0.30 0.30
Crit Volume: 0 245 635 0
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 144 Level Of Service: E

 Street Name: Santa Fe Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
 -----|-----|-----|-----|
 Volume Module:
 Base Vol: 180 375 45 335 470 185 115 1135 105 60 1355 195
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 180 375 45 335 470 185 115 1135 105 60 1355 195
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 180 375 45 335 470 185 115 1135 105 60 1355 195
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 180 375 45 335 470 185 115 1135 105 60 1355 195
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 180 375 45 335 470 185 115 1135 105 60 1355 195
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 180 375 45 335 470 185 115 1135 105 60 1355 195
 -----|-----|-----|-----|
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
 -----|-----|-----|-----|
 Capacity Analysis Module:
 Vol/Sat: 0.11 0.12 0.03 0.21 0.15 0.12 0.07 0.35 0.07 0.04 0.42 0.12
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 74 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 15 35 145 270 105 25 10 1480 25 95 1830 220
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 35 145 270 105 25 10 1480 25 95 1830 220
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 35 145 270 105 25 10 1480 25 95 1830 220
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 35 145 270 105 25 10 1480 25 95 1830 220
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 35 145 270 105 25 10 1480 25 95 1830 220
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 35 145 270 105 25 10 1480 25 95 1830 220

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.68 0.32
 Final Sat.: 480 1120 1600 1152 448 1600 1600 4720 80 1600 4285 515

Capacity Analysis Module:
 Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.31 0.31 0.06 0.43 0.43
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 15 35 15 115 55 95 130 715 45 85 835 310
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 35 15 115 55 95 130 715 45 85 835 310
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 35 15 115 55 95 130 715 45 85 835 310
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 35 15 115 55 95 130 715 45 85 835 310
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 35 15 115 55 95 130 715 45 85 835 310
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 35 15 115 55 95 130 715 45 85 835 310
 OvlAdjVol: 215

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.46 1.08 0.46 1.35 0.65 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 738 1723 738 2165 1035 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.06 0.08 0.22 0.03 0.05 0.26 0.19
 OvlAdjV/S: 0.13
 Crit Moves: **** **

2035 Without Project MD Peak Hour

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Scenario: 2035 WO Project MD Peak
 Scenario Report
 Command: 2035 WO Project MD Peak
 Volume: 2035 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.531	A xxxxx	0.531	+ 0.000 V/C
# 2	A xxxxx	0.502	A xxxxx	0.502	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 4	A xxxxx	0.491	A xxxxx	0.491	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.711	C xxxxx	0.711	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.883	D xxxxx	0.883	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.707	C xxxxx	0.707	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.615	B xxxxx	0.615	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.432	A xxxxx	0.432	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.733	C xxxxx	0.733	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.537	A xxxxx	0.537	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.229	A xxxxx	0.229	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.272	A xxxxx	0.272	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.413	A xxxxx	0.413	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.320	A xxxxx	0.320	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.165	A xxxxx	0.165	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.630	B xxxxx	0.630	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.845	D xxxxx	0.845	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.746	C	xxxxx 0.746	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.461	A	xxxxx 0.461	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.531
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	0	0	2	0	2

-----|-----|-----|-----|

Volume Module:

Base Vol:	10	860	0	0	265	850	0	0	0	55	255	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	860	0	0	265	850	0	0	0	55	255	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	860	0	0	265	850	0	0	0	55	255	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	860	0	0	265	850	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	860	0	0	265	850	0	0	0	55	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	860	0	0	265	850	0	0	0	55	255	0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.01	0.27	0.00	0.00	0.08	0.30	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.502
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    33          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Protected       Protected
Rights:           Include        Include          Include         Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:            0 0 2 0 1      1 1 0 0 0        2 0 1 1 0        0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 0          320 0 0          870 355 5        0 0 0 0
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 0 0 0          320 0 0          870 355 5        0 0 0 0
Added Vol:        0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
PasserByVol:     0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Initial Fut:      0 0 0 0          320 0 0          870 355 5        0 0 0 0
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       0 0 0 0          320 0 0          870 355 5        0 0 0 0
Reduct Vol:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:      0 0 0 0          320 0 0          870 355 5        0 0 0 0
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 0          320 0 0          870 355 5        0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:            0.00 2.00 1.00 2.00 0.00 0.00 2.00 1.97 0.03 0.00 0.00 0.00
Final Sat.:       0 3200 1600 3200 0 0          2880 3156 44      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.00 0.00 0.10 0.00 0.00 0.30 0.11 0.11 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.473
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    32          Level Of Service:      A
*****
Street Name:      Pier S Ave          Ocean Blvd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Protected       Protected       Split Phase     Split Phase
Rights:           Include        Include          Include         Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:            0 0 2 0 0        0 0 2 0 1        0 0 0 0 0        0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
Growth Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
Added Vol:        0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
PasserByVol:     0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Initial Fut:      0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
User Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:       0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
Reduct Vol:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:      0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
PCE Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:          1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 360 0 0          0 0 250 5        0 0 0 0          0 835 420
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:         1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:            0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:       0 3200 0 0          0 3200 1600      0 0 0 0          0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:          0.00 0.11 0.00 0.00 0.08 0.00 0.00 0.00 0.00 0.00 0.26 0.15
Crit Moves:      ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.491
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    33      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 250 0 0      360 975 0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 250 0 0      360 975 0 0 0 0
Added Vol:     0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   0 0 0 250 0 0      360 975 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 250 0 0      360 975 0 0 0 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:   0 0 0 250 0 0      360 975 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 250 0 0      360 975 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.09 0.00 0.00 0.23 0.30 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.711
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    64      Level Of Service:      C
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      530 0 950 0 0 0      0 2245 160 0 1900 45
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    530 0 950 0 0 0      0 2245 160 0 1900 45
Added Vol:     0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   530 0 950 0 0 0      0 2245 160 0 1900 45
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    530 0 0 0 0 0      0 2245 160 0 1900 0
Reduct Vol:    0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:   530 0 0 0 0 0      0 2245 160 0 1900 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   530 0 0 0 0 0      0 2245 160 0 1900 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.53 0.11 0.00 0.44 0.00
Crit Volume:   265          0          748          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	545	465	5	430	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	465	5	430	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	465	5	430	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	465	5	430	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	465	5	430	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	465	5	430	0	0	0	0	505	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.33	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	545			5						253		
Crit Moves:	****			****						****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	135	15	340	170	15	5	10	315	45	335	240	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	15	340	170	15	5	10	315	45	335	240	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	15	340	170	15	5	10	315	45	335	240	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	15	340	170	15	5	10	315	0	335	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	15	340	170	15	5	10	315	0	335	240	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	15	340	170	15	5	10	315	0	335	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.50	0.50	0.06	1.94	1.00	0.74	0.53	0.73
Final Sat.:	2880	1600	1600	1600	2400	800	98	3102	1600	1185	849	1167

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.21	0.11	0.01	0.01	0.10	0.10	0.00	0.28	0.28	0.28
Crit Moves:	****		****	****			****		****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 235 95 130 135 55 65 30 1245 30 25 1190 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 235 95 130 135 55 65 30 1245 30 25 1190 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 235 95 130 135 55 65 30 1245 30 25 1190 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 235 95 130 135 55 65 30 1245 30 25 1190 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 95 130 135 55 65 30 1245 30 25 1190 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 235 95 130 135 55 65 30 1245 30 25 1190 150

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.42 0.58 0.53 0.22 0.25 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 676 924 847 345 408 1600 4687 113 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.15 0.14 0.14 0.08 0.16 0.16 0.02 0.27 0.27 0.02 0.25 0.09
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 20 205 60 205 195 80 40 1035 15 30 1045 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 205 60 205 195 80 40 1035 15 30 1045 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 205 60 205 195 80 40 1035 15 30 1045 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 205 60 205 195 80 40 1035 15 30 1045 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 205 60 205 195 80 40 1035 15 30 1045 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 205 60 205 195 80 40 1035 15 30 1045 215

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4731 69 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.06 0.04 0.13 0.06 0.05 0.03 0.22 0.22 0.02 0.22 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 100 50 10 235 55 45 60 960 155 15 1060 300
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 100 50 10 235 55 45 60 960 155 15 1060 300
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 100 50 10 235 55 45 60 960 155 15 1060 300
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 100 50 0 235 55 0 60 960 155 15 1060 300
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 100 50 0 235 55 0 60 960 155 15 1060 300
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 100 50 0 235 55 0 60 960 155 15 1060 300

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.58 0.42 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4133 667 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.06 0.02 0.00 0.15 0.02 0.00 0.04 0.23 0.23 0.01 0.33 0.19
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.432
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Ovl		Include		Ovl											
Min. Green:	0	0	0	0	0	0	0	0										
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	0	3	0	1

Volume Module:
 Base Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 35 0 205 200 1180 0 0 1140 60
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 35 0 205 200 1180 0 0 1140 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 35 0 205 200 1180 0 0 1140 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 35 0 205 200 1180 0 0 1140 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 35 0 205 200 1180 0 0 1140 60

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.14 0.14 0.28 0.00 0.00 0.27 0.04
 Crit Volume: 0 35 200 380
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: C

Street Name:	Henry Ford Ave				Anaheim St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Split Phase		Split Phase		Permitted		Permitted						
Rights:	Include		Include		Ignore		Include						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	1	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	205	120	120	210	140	85	135	1145	175	75	1160	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	120	120	210	140	85	135	1145	175	75	1160	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	205	120	120	210	140	85	135	1145	175	75	1160	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	205	120	120	210	140	85	135	1145	0	75	1160	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	120	120	210	140	85	135	1145	0	75	1160	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	205	120	120	210	140	85	135	1145	0	75	1160	200

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.89	1.11	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2697	1578	1425	1425	2850	1425	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.08	0.08	0.08	0.15	0.05	0.06	0.09	0.40	0.00	0.05	0.41	0.14
Crit Volume:	120	210		135			580					
Crit Moves:	****	****		****			****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Alameda St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R						
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ovl		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0						
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	110	450	30	120	155	85	870	0	225	995	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	110	450	30	120	155	85	870	0	225	995	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	110	450	30	120	155	85	870	0	225	995	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	110	450	30	120	155	85	870	0	225	995	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	110	450	30	120	155	85	870	0	225	995	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	110	450	30	120	155	85	870	0	225	995	45

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2727	123

Capacity Analysis Module:

Vol/Sat:	0.00	0.08	0.16	0.02	0.04	0.11	0.06	0.31	0.00	0.08	0.36	0.36
Crit Volume:	5			155	85		520					
Crit Moves:	****			****	****		****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:

Base Vol: 35 235 75 85 220 40 70 5 25 80 0 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 235 75 85 220 40 70 5 25 80 0 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 235 75 85 220 40 70 5 25 80 0 140
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 35 235 0 85 220 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 235 0 85 220 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 35 235 0 85 220 40 70 5 25 80 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375

Capacity Analysis Module:

Vol/Sat: 0.03 0.09 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 35 130 70 80
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 0 10 125 10 10 35 65 210 0 35 325 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 125 10 10 35 65 210 0 35 325 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 125 10 10 35 65 210 0 35 325 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 125 10 10 35 65 210 0 35 325 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 125 10 10 35 65 210 0 35 325 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 125 10 10 35 65 210 0 35 325 35

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.22 0.78 0.47 1.53 0.00 0.18 1.64 0.18
Final Sat.: 1500 111 1389 1500 333 1167 709 2291 0 266 2468 266

Capacity Analysis Module:

Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.09 0.09 0.00 0.13 0.13 0.13
Crit Volume: 135 10 65 198
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	65	25	5	5	95	130	235	270	75	15	355	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	25	5	5	95	130	235	270	75	15	355	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	25	5	5	95	130	235	270	75	15	355	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	25	5	5	95	130	235	270	75	15	355	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	5	5	95	130	235	270	75	15	355	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	25	5	5	95	130	235	270	75	15	355	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.81	0.93	0.26	0.08	1.87	0.05
Final Sat.:	1500	1342	158	65	1435	1500	1216	1397	388	118	2803	79

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.19	0.19	0.19	0.13	0.13	0.13
Crit Volume:	65			130	235					190		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.320
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	70	20	160	10	5	20	10	395	45	65	445	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	20	160	10	5	20	10	395	45	65	445	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	20	160	10	5	20	10	395	45	65	445	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	20	160	10	5	20	10	395	45	65	445	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	20	160	10	5	20	10	395	45	65	445	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	20	160	10	5	20	10	395	45	65	445	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.20	0.80	0.04	1.76	0.20	0.24	1.68	0.08
Final Sat.:	1500	167	1333	1500	300	1200	67	2633	300	368	2519	113

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:	180	10		225			65					
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.165
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 17 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	0	5	15	0	0	0	0	440	5	10	485	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	15	0	0	0	0	440	5	10	485	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	15	0	0	0	0	440	5	10	485	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	15	0	0	0	0	440	5	10	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	15	0	0	0	0	440	5	10	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	15	0	0	0	0	440	5	10	485	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	0.00	0.00	0.00	1.98	0.02	0.04	1.96	0.00
Final Sat.:	0	1500	1500	0	0	0	0	2966	34	61	2939	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.15	0.15	0.17	0.16	0.00
Crit Volume:		15	0					223		10		
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	West Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	20	0	175	0	420	0	0	455	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	175	0	420	0	0	455	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	175	0	420	0	0	455	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	175	0	420	0	0	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	175	0	420	0	0	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	175	0	420	0	0	455	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.21	0.79	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	246	954	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.15	0.00	0.17	0.00	0.00	0.19	0.00
Crit Volume:		0				175		0			228	
Crit Moves:	****			****		****		****		****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: B

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 10 385 0 575 90 435 0 5 550 460
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 10 385 0 575 90 435 0 5 550 460
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 10 385 0 575 90 435 0 5 550 460
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 10 385 0 0 90 435 0 5 550 460
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 10 385 0 0 90 435 0 5 550 460
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 10 385 0 0 90 435 0 5 550 460

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.26 0.00 0.00 0.06 0.15 0.00 0.00 0.18 0.31
 Crit Volume: 10 385 90 460
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 175 0 230 225 985 0 0 775 295
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 175 0 230 225 985 0 0 775 295
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 175 0 230 225 985 0 0 775 295
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 175 0 230 225 985 0 0 775 295
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 175 0 230 225 985 0 0 775 295
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 175 0 230 225 985 0 0 775 295

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.17 0.83
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3096 1179

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.16 0.16 0.35 0.00 0.00 0.25 0.25
 Crit Volume: 0 230 225 357
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	170	325	100	200	305	155	145	1320	170	95	1240	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	325	100	200	305	155	145	1320	170	95	1240	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	325	100	200	305	155	145	1320	170	95	1240	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	325	100	200	305	155	145	1320	170	95	1240	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	325	100	200	305	155	145	1320	170	95	1240	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	325	100	200	305	155	145	1320	170	95	1240	215

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.10	0.06	0.13	0.10	0.10	0.09	0.41	0.11	0.06	0.39	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 71 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 30 20 270 185 40 50 15 1625 15 85 1505 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 20 270 185 40 50 15 1625 15 85 1505 170
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 20 270 185 40 50 15 1625 15 85 1505 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 20 270 185 40 50 15 1625 15 85 1505 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 20 270 185 40 50 15 1625 15 85 1505 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 20 270 185 40 50 15 1625 15 85 1505 170

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.60 0.40 1.00 0.82 0.18 1.00 1.00 2.97 0.03 1.00 2.70 0.30
 Final Sat.: 960 640 1600 1316 284 1600 1600 4756 44 1600 4313 487

Capacity Analysis Module:
 Vol/Sat: 0.02 0.03 0.17 0.12 0.14 0.03 0.01 0.34 0.34 0.05 0.35 0.35
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.461
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 20 5 110 75 50 75 525 35 85 550 455
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 20 5 110 75 50 75 525 35 85 550 455
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 20 5 110 75 50 75 525 35 85 550 455
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 20 5 110 75 50 75 525 35 85 550 455
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 20 5 110 75 50 75 525 35 85 550 455
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 20 5 110 75 50 75 525 35 85 550 455
 OvlAdjVol: 362

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 1.34 0.33 1.19 0.81 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 533 2133 533 1903 1297 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.06 0.06 0.03 0.05 0.16 0.02 0.05 0.17 0.28
 OvlAdjV/S: 0.23
 Crit Moves: **** **

2035 Without Project PM Peak Hour

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Scenario: 2035 WO Project PM Peak
 Scenario Report
 Command: 2035 WO Project PM Peak
 Volume: 2035 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.391	A xxxxx	0.391	+ 0.000 V/C
# 2	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.387	A xxxxx	0.387	+ 0.000 V/C
# 4	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.787	C xxxxx	0.787	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.753	C xxxxx	0.753	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.721	C xxxxx	0.721	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.779	C xxxxx	0.779	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.282	A xxxxx	0.282	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.437	A xxxxx	0.437	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.453	A xxxxx	0.453	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.735	C xxxxx	0.735	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.976	E xxxxx	0.976	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.918	E xxxxx	0.918	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.559	A xxxxx	0.559	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.391
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	620	0	0	210	565	0	0	0	15	135	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	620	0	0	210	565	0	0	0	15	135	240
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	620	0	0	210	565	0	0	0	15	135	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	620	0	0	210	565	0	0	0	15	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	620	0	0	210	565	0	0	0	15	135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	620	0	0	210	565	0	0	0	15	135	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.07	0.20	0.00	0.00	0.00	0.01	0.04	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.387
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Protected       Protected
Rights:           Include         Include          Include         Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:            0 0 2 0 1      1 1 0 0 0        2 0 1 1 0        0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0          225 0 0          625 250 5        0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0          225 0 0          625 250 5        0 0 0
Added Vol:       0 0 0          0 0 0          0 0 0 0          0 0 0
PasserByVol:    0 0 0          0 0 0          0 0 0 0          0 0 0
Initial Fut:     0 0 0          225 0 0          625 250 5        0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 0 0          225 0 0          625 250 5        0 0 0
Reduct Vol:     0 0 0          0 0 0          0 0 0 0          0 0 0
Reduced Vol:    0 0 0          225 0 0          625 250 5        0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0          225 0 0          625 250 5        0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00
Lanes:           0.00 2.00 1.00 2.00 0.00 0.00 2.00 1.96 0.04 0.00 0.00 0.00
Final Sat.:      0 3200 1600 3200 0 0          2880 3137 63    0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.07 0.00 0.00 0.22 0.08 0.08 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.387
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Street Name:      Pier S Ave          Ocean Blvd
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Protected       Protected       Split Phase     Split Phase
Rights:           Include         Include          Include         Include
Min. Green:       0 0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Lanes:            0 0 2 0 0        0 0 2 0 1        0 0 0 0 0        0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
Added Vol:       0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
PasserByVol:    0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Initial Fut:     0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
Reduct Vol:     0 0 0          0 0 0 0          0 0 0 0          0 0 0 0
Reduced Vol:    0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 385 0          0 0 155 225      0 0 0 0          0 0 470 175
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:           0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.:      0 3200 0          0 3200 1600      0 0 0 0          0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.15 0.06
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.394
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include        Include          Include          Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 0 2 0 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:      0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 155 0 0 385 720 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.787
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    87          Level Of Service:      C
*****
Street Name:      Navy Way          Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         530 0 1185 0 0 0 0 2570 445 0 2505 80
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     530 0 1185 0 0 0 0 2570 445 0 2505 80
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     530 0 1185 0 0 0 0 2570 445 0 2505 80
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      530 0 0 0 0 0 0 2570 445 0 2505 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     530 0 0 0 0 0 0 2570 445 0 2505 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     530 0 0 0 0 0 0 2570 445 0 2505 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:          2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.31 0.00 0.59 0.00
Crit Volume:     265          857          0
Crit Moves:      ****          ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	545	295	5	315	0	0	0	0	245	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	295	5	315	0	0	0	0	245	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	295	5	315	0	0	0	0	245	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	295	5	315	0	0	0	0	245	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	295	5	315	0	0	0	0	245	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	295	5	315	0	0	0	0	245	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Volume:	545			5						123		
Crit Moves:	****			****						****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	150	15	115	100	5	20	65	220	270	250	325	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	15	115	100	5	20	65	220	270	250	325	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	15	115	100	5	20	65	220	270	250	325	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	15	115	100	5	20	65	220	0	250	325	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	15	115	100	5	20	65	220	0	250	325	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	15	115	100	5	20	65	220	0	250	325	125

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.46	1.54	1.00	0.71	0.93	0.36
Final Sat.:	2880	1600	1600	1600	1600	1600	730	2470	1600	1143	1486	571

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.07	0.06	0.00	0.01	0.09	0.09	0.00	0.22	0.22	0.22
Crit Moves:	****		****	****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 40 60 105 155 15 60 15 1375 35 0 1455 150
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 60 105 155 15 60 15 1375 35 0 1455 150
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 60 105 155 15 60 15 1375 35 0 1455 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 60 105 155 15 60 15 1375 35 0 1455 150
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 60 105 155 15 60 15 1375 35 0 1455 150
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 60 105 155 15 60 15 1375 35 0 1455 150

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00
 Final Sat.: 1600 582 1018 1078 104 417 1600 4681 119 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.29 0.29 0.00 0.30 0.09
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.753
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 10 130 40 385 180 80 50 1350 5 15 1115 280
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 130 40 385 180 80 50 1350 5 15 1115 280
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 130 40 385 180 80 50 1350 5 15 1115 280
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 130 40 385 180 80 50 1350 5 15 1115 280
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 130 40 385 180 80 50 1350 5 15 1115 280
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 130 40 385 180 80 50 1350 5 15 1115 280

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4782 18 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.04 0.03 0.24 0.06 0.05 0.03 0.28 0.28 0.01 0.23 0.17
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 325 155 15 245 165 60 50 1190 440 10 1040 335
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 325 155 15 245 165 60 50 1190 440 10 1040 335
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 325 155 15 245 165 60 50 1190 440 10 1040 335
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 325 155 0 245 165 0 50 1190 440 10 1040 335
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 325 155 0 245 165 0 50 1190 440 10 1040 335
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 325 155 0 245 165 0 50 1190 440 10 1040 335

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3504 1296 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.20 0.05 0.00 0.15 0.05 0.00 0.03 0.34 0.34 0.01 0.33 0.21
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected									
Rights:	Include		Ovl		Include		Ovl									
Min. Green:	0	0	0	0	0	0	0	0								
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 70 0 315 190 1580 0 0 1365 95
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 70 0 315 190 1580 0 0 1365 95
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 70 0 315 190 1580 0 0 1365 95
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 70 0 315 190 1580 0 0 1365 95
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 70 0 315 190 1580 0 0 1365 95
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 70 0 315 190 1580 0 0 1365 95

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.22 0.13 0.37 0.00 0.00 0.32 0.07
 Crit Volume: 0 315 0 455
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 122 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 275 120 105 210 195 40 100 1570 285 75 1440 200
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 275 120 105 210 195 40 100 1570 285 75 1440 200
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 275 120 105 210 195 40 100 1570 285 75 1440 200
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 275 120 105 210 195 40 100 1570 0 75 1440 200
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 275 120 105 210 195 40 100 1570 0 75 1440 200
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 275 120 105 210 195 40 100 1570 0 75 1440 200

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 2.49 0.51 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2850 1425 1425 1425 3547 728 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.08 0.07 0.15 0.05 0.05 0.07 0.55 0.00 0.05 0.51 0.14
 Crit Volume: 138 210 785 75
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: C

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

 Volume Module:
 Base Vol: 15 225 795 15 335 220 200 1135 10 415 1320 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 225 795 15 335 220 200 1135 10 415 1320 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 225 795 15 335 220 200 1135 10 415 1320 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 225 795 15 335 220 200 1135 10 415 1320 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 225 795 15 335 220 200 1135 10 415 1320 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 225 795 15 335 220 200 1135 10 415 1320 20

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.16 0.28 0.01 0.12 0.15 0.14 0.40 0.01 0.15 0.47 0.47
 Crit Volume: 225 15 200 670
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:

Base Vol: 20 405 55 110 335 45 65 0 15 65 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 405 55 110 335 45 65 0 15 65 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 405 55 110 335 45 65 0 15 65 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 405 0 110 335 45 65 0 15 65 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 405 0 110 335 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 20 405 0 110 335 45 65 0 15 65 0 0

Saturation Flow Module:

Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.76 0.24 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2424 326 1375 0 1375 1375 0 1375

Capacity Analysis Module:

Vol/Sat: 0.01 0.15 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 203 55 65 65
Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:

Base Vol: 10 0 210 85 0 205 135 425 0 60 285 105
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 210 85 0 205 135 425 0 60 285 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 210 85 0 205 135 425 0 60 285 105
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 210 85 0 205 135 425 0 60 285 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 210 85 0 205 135 425 0 60 285 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 210 85 0 205 135 425 0 60 285 105

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.48 1.52 0.00 0.27 1.26 0.47
Final Sat.: 1500 0 1500 1500 0 1500 723 2277 0 400 1900 700

Capacity Analysis Module:

Vol/Sat: 0.01 0.00 0.14 0.06 0.00 0.14 0.19 0.19 0.00 0.15 0.15 0.15
Crit Volume: 210 85 135 225
Crit Moves: **** **

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	505	45	40	475	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	75	5	15	110	165	465	505	45	40	475	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	75	5	15	110	165	465	505	45	40	475	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	75	5	15	110	165	465	505	45	40	475	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	505	45	40	475	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	75	5	15	110	165	465	505	45	40	475	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.10	0.90	1.00	0.92	0.99	0.09	0.15	1.78	0.07
Final Sat.:	1500	1417	83	155	1345	1500	1374	1493	133	224	2664	112

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100					165	465					268
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	95	25	145	15	5	25	10	875	25	40	680	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	25	145	15	5	25	10	875	25	40	680	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	25	145	15	5	25	10	875	25	40	680	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	25	145	15	5	25	10	875	25	40	680	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	25	145	15	5	25	10	875	25	40	680	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	25	145	15	5	25	10	875	25	40	680	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.17	0.83	0.02	1.93	0.05	0.11	1.80	0.09
Final Sat.:	1500	221	1279	1500	250	1250	33	2885	82	159	2702	139

Capacity Analysis Module:

Vol/Sat:	0.06	0.11	0.11	0.01	0.02	0.02	0.30	0.30	0.30	0.25	0.25	0.25
Crit Volume:	170	15							455	40		
Crit Moves:	****	****							****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	880	25	15	805	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	35	0	0	0	0	880	25	15	805	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	35	0	0	0	0	880	25	15	805	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	35	0	0	0	0	880	25	15	805	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	880	25	15	805	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	880	25	15	805	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.94	0.06	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2917	83	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				453	15			0
Crit Moves:	****							****	****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	780	0	0	620	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	140	0	780	0	0	620	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	140	0	780	0	0	620	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	140	0	780	0	0	620	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	780	0	0	620	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	140	0	780	0	0	620	5

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	1.98	0.02
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2381	19

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.26
Crit Volume:	0					140		390				0
Crit Moves:				****		****		****			****	****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 122 Level Of Service: D

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 5 585 0 690 105 610 0 5 1255 590
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 585 0 690 105 610 0 5 1255 590
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 585 0 690 105 610 0 5 1255 590
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 585 0 0 105 610 0 5 1255 590
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 585 0 0 105 610 0 5 1255 590
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 585 0 0 105 610 0 5 1255 590

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.39 0.00 0.00 0.07 0.20 0.00 0.00 0.42 0.39
 Crit Volume: 5 585 105 628
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: C

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 200 0 210 210 1675 0 0 1215 275
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 200 0 210 210 1675 0 0 1215 275
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 200 0 210 210 1675 0 0 1215 275
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 200 0 210 210 1675 0 0 1215 275
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 200 0 210 210 1675 0 0 1215 275
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 200 0 210 210 1675 0 0 1215 275

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.45 0.55
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3486 789

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.15 0.15 0.59 0.00 0.00 0.35 0.35
 Crit Volume: 0 210 838 0
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.976
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 156 Level Of Service: E

 Street Name: Santa Fe Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 -----|-----|-----|-----|
 Control: Prot+Permit Prot+Permit Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1
 -----|-----|-----|-----|

Volume Module:
 Base Vol: 175 420 90 190 330 115 140 1645 130 115 1070 165
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 175 420 90 190 330 115 140 1645 130 115 1070 165
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 175 420 90 190 330 115 140 1645 130 115 1070 165
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 175 420 90 190 330 115 140 1645 130 115 1070 165
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 175 420 90 190 330 115 140 1645 130 115 1070 165
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 175 420 90 190 330 115 140 1645 130 115 1070 165
 -----|-----|-----|-----|

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600
 -----|-----|-----|-----|

Capacity Analysis Module:
 Vol/Sat: 0.11 0.13 0.06 0.12 0.10 0.07 0.09 0.51 0.08 0.07 0.33 0.10
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.918
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 153 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 30 60 310 280 65 15 15 2020 10 95 1375 255
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 60 310 280 65 15 15 2020 10 95 1375 255
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 60 310 280 65 15 15 2020 10 95 1375 255
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 60 310 280 65 15 15 2020 10 95 1375 255
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 60 310 280 65 15 15 2020 10 95 1375 255
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 60 310 280 65 15 15 2020 10 95 1375 255

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 0.67 1.00 0.81 0.19 1.00 1.00 2.99 0.01 1.00 2.53 0.47
 Final Sat.: 533 1067 1600 1299 301 1600 1600 4776 24 1600 4049 751

Capacity Analysis Module:
 Vol/Sat: 0.02 0.06 0.19 0.17 0.22 0.01 0.01 0.42 0.42 0.06 0.34 0.34
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.559
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 20 20 120 25 150 150 1195 0 10 825 530
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 20 20 120 25 150 150 1195 0 10 825 530
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 20 20 120 25 150 150 1195 0 10 825 530
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 20 20 120 25 150 150 1195 0 10 825 530
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 20 20 120 25 150 150 1195 0 10 825 530
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 20 20 120 25 150 150 1195 0 10 825 530
 OvlAdjVol: 380

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.22 0.89 0.89 1.66 0.34 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 356 1422 1422 2648 552 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.09 0.09 0.37 0.00 0.01 0.26 0.33
 OvlAdjV/S: 0.24
 Crit Moves: **** **

2035 Plus Project AM Peak Hour

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Scenario: Scenario Report
 2035 Project AM Peak

Command: 2035 Project AM Peak
 Volume: 2035 Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.519	A xxxxx	0.519	+ 0.000 V/C
# 2	A xxxxx	0.469	A xxxxx	0.469	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.544	A xxxxx	0.544	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.812	D xxxxx	0.812	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.807	D xxxxx	0.807	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.579	A xxxxx	0.579	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.351	A xxxxx	0.351	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.347	A xxxxx	0.347	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.340	A xxxxx	0.340	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.742	C	xxxxx 0.742	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.539	A	xxxxx 0.539	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	595	0	0	390	830	0	0	0	125	235	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	595	0	0	390	830	0	0	0	125	235	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	595	0	0	390	830	0	0	0	125	235	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	595	0	0	390	830	0	0	0	125	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	595	0	0	390	830	0	0	0	125	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	595	0	0	390	830	0	0	0	125	235	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.12	0.29	0.00	0.00	0.00	0.08	0.07	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 120 0 0 460 560 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 120 0 0 460 560 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 120 0 0 460 560 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 120 0 0 460 560 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 120 0 0 460 560 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 120 0 0 460 560 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.17 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1

Volume Module:

Base Vol: 465 0 725 0 0 0 0 2775 235 0 2630 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 465 0 725 0 0 0 0 2775 235 0 2630 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 465 0 725 0 0 0 0 2775 235 0 2630 95
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 465 0 0 0 0 0 0 2775 235 0 2630 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 465 0 0 0 0 0 0 2775 235 0 2630 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 465 0 0 0 0 0 0 2775 235 0 2630 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:

Vol/Sat: 0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.16 0.00 0.62 0.00
Crit Volume: 233 0 925 0
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 435 280 0 430 0 0 0 0 540 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 280 0 430 0 0 0 0 540 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 280 0 430 0 0 0 0 540 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 280 0 430 0 0 0 0 540 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 280 0 430 0 0 0 0 540 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 280 0 430 0 0 0 0 540 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 70 0 325 160 0 5 10 340 5 260 230 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 0 325 160 0 5 10 340 5 260 230 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 0 325 160 0 5 10 340 5 260 230 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 70 0 325 160 0 5 10 340 0 260 230 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 0 325 160 0 5 10 340 0 260 230 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 70 0 325 160 0 5 10 340 0 260 230 195

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.76 0.67 0.57
Final Sat.: 2880 1600 1600 1600 1600 1600 91 3109 1600 1215 1074 911

Capacity Analysis Module:
Vol/Sat: 0.02 0.00 0.20 0.10 0.00 0.00 0.11 0.11 0.00 0.21 0.21 0.21
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 130 85 145 135 65 55 15 975 35 30 1670 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 85 145 135 65 55 15 975 35 30 1670 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 85 145 135 65 55 15 975 35 30 1670 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 85 145 135 65 55 15 975 35 30 1670 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 975 35 30 1670 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 85 145 135 65 55 15 975 35 30 1670 180

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4634 166 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.21 0.21 0.02 0.35 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 200 30 175 260 60 20 1230 0 5 1300 365
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 200 30 175 260 60 20 1230 0 5 1300 365
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 200 30 175 260 60 20 1230 0 5 1300 365
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 30 175 260 60 20 1230 0 5 1300 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 30 175 260 60 20 1230 0 5 1300 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 200 30 175 260 60 20 1230 0 5 1300 365

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.02 0.11 0.08 0.04 0.01 0.26 0.00 0.00 0.27 0.23
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 245 140 15 450 125 120 125 810 255 10 1095 385
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 245 140 15 450 125 120 125 810 255 10 1095 385
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 245 140 15 450 125 120 125 810 255 10 1095 385
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 245 140 0 450 125 0 125 810 255 10 1095 385
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 140 0 450 125 0 125 810 255 10 1095 385
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 245 140 0 450 125 0 125 810 255 10 1095 385

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3651 1149 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.04 0.00 0.28 0.04 0.00 0.08 0.22 0.22 0.01 0.34 0.24
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected												
Rights:	Include		Ovl		Include		Ovl												
Min. Green:	0	0	0	0	0	0	0	0											
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0	3	0	0	0	3	0	1

Volume Module:
Base Vol: 0 0 0 30 0 155 225 1150 0 0 1450 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 0 155 225 1150 0 0 1450 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 30 0 155 225 1150 0 0 1450 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 30 0 155 225 1150 0 0 1450 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 30 0 155 225 1150 0 0 1450 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 30 0 155 225 1150 0 0 1450 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.11 0.16 0.27 0.00 0.00 0.34 0.05
Crit Volume: 0 30 225 483
Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: C

Street Name:	Henry Ford Ave			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Permitted	Permitted		
Rights:	Include	Include	Ignore	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	210	90	125	95	150	45	70	1230	370	50	1425	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	90	125	95	150	45	70	1230	370	50	1425	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	90	125	95	150	45	70	1230	370	50	1425	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	210	90	125	95	150	45	70	1230	0	50	1425	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	90	125	95	150	45	70	1230	0	50	1425	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	210	90	125	95	150	45	70	1230	0	50	1425	100

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3288	987	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.07	0.06	0.09	0.07	0.05	0.05	0.05	0.43	0.00	0.04	0.50	0.07
Crit Volume:	125	95					70			713		
Crit Moves:	****	****					****			****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.579
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Alameda St			Anaheim St		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Ovl	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0		

Volume Module:

Base Vol:	20	95	640	35	80	135	85	885	10	455	960	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	95	640	35	80	135	85	885	10	455	960	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	95	640	35	80	135	85	885	10	455	960	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	95	640	35	80	135	85	885	10	455	960	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	95	640	35	80	135	85	885	10	455	960	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	95	640	35	80	135	85	885	10	455	960	40

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2736	114

Capacity Analysis Module:

Vol/Sat:	0.01	0.07	0.22	0.02	0.03	0.09	0.06	0.31	0.01	0.16	0.35	0.35
Crit Volume:	20			135		443		228				
Crit Moves:	****			****		****		****				

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 35 360 95 50 420 25 35 5 40 180 0 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 360 95 50 420 25 35 5 40 180 0 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 360 95 50 420 25 35 5 40 180 0 95
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 35 360 0 50 420 25 35 5 40 180 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 360 0 50 420 25 35 5 40 180 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 35 360 0 50 420 25 35 5 40 180 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.89 0.11 1.00 0.11 0.89 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2596 154 1375 153 1222 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.13 0.00 0.02 0.16 0.16 0.03 0.03 0.03 0.13 0.00 0.00
Crit Volume: 35 223 45 180
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 0 5 70 95 5 110 80 225 5 140 335 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 70 95 5 110 80 225 5 140 335 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 70 95 5 110 80 225 5 140 335 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 70 95 5 110 80 225 5 140 335 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 70 95 5 110 80 225 5 140 335 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 70 95 5 110 80 225 5 140 335 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.04 0.96 0.52 1.45 0.03 0.52 1.24 0.24
Final Sat.: 1500 100 1400 1500 65 1435 774 2177 48 778 1861 361

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.08 0.08 0.10 0.10 0.10 0.18 0.18 0.18
Crit Volume: 75 95 80 270
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #16 Harry Bridges Blvd / Avalon Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A
Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 45 20 10 30 145 190 355 280 130 20 460 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 20 10 30 145 190 355 280 130 20 460 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 20 10 30 145 190 355 280 130 20 460 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 20 10 30 145 190 355 280 130 20 460 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 20 10 30 145 190 355 280 130 20 460 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 20 10 30 145 190 355 280 130 20 460 20
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.16 0.84 1.00 0.93 0.73 0.34 0.08 1.84 0.08
Final Sat.: 1500 1100 400 247 1253 1500 1392 1098 510 120 2760 120
Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.25 0.26 0.17 0.17 0.17
Crit Volume: 45 190 355 250
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #17 Harry Bridges Blvd / Fries Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.340
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A
Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 45 10 110 25 10 10 10 575 5 70 575 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 10 110 25 10 10 10 575 5 70 575 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 10 110 25 10 10 10 575 5 70 575 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 10 110 25 10 10 10 575 5 70 575 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 10 110 25 10 10 10 575 5 70 575 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 10 110 25 10 10 10 575 5 70 575 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 1.00 0.50 0.50 0.03 1.95 0.02 0.21 1.74 0.05
Final Sat.: 1500 125 1375 1500 750 750 51 2924 25 318 2614 68
Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.22 0.22 0.22
Crit Volume: 120 25 295 70
Crit Moves: **** **** **** ****

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 1 1 0 0

Volume Module:

Base Vol: 5 5 20 0 0 0 0 600 10 15 580 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 600 10 15 580 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 600 10 15 580 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 600 10 15 580 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 600 10 15 580 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 600 10 15 580 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.97 0.03 0.05 1.95 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2951 49 76 2924 0

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.20 0.20 0.20 0.20 0.00
Crit Volume: 20 0 305 15
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 85 0 285 0 560 0 0 0 540 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 85 0 285 0 560 0 0 0 540 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 85 0 285 0 560 0 0 0 540 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 85 0 285 0 560 0 0 0 540 0

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.46 0.54 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 551 649 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.24 0.00 0.23 0.00 0.00 0.23 0.00
Crit Volume: 0 285 280 0
Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: C

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 345 0 570 150 715 0 0 590 575
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 345 0 570 150 715 0 0 590 575
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 345 0 570 150 715 0 0 590 575
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 345 0 0 150 715 0 0 590 575
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 345 0 0 150 715 0 0 590 575
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 345 0 0 150 715 0 0 590 575

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.10 0.24 0.00 0.00 0.20 0.38
 Crit Volume: 0 345 150 575
 Crit Moves: **** **

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 190 0 245 220 1270 0 0 1075 165
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 190 0 245 220 1270 0 0 1075 165
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 190 0 245 220 1270 0 0 1075 165
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 190 0 245 220 1270 0 0 1075 165
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 190 0 245 220 1270 0 0 1075 165
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 190 0 245 220 1270 0 0 1075 165

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.60 0.40
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3706 569

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.17 0.15 0.45 0.00 0.00 0.29 0.29
 Crit Volume: 0 245 635 0
 Crit Moves: **** **

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	180	375	45	335	470	185	115	1070	100	60	1270	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	375	45	335	470	185	115	1070	100	60	1270	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	375	45	335	470	185	115	1070	100	60	1270	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	375	45	335	470	185	115	1070	100	60	1270	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	375	45	335	470	185	115	1070	100	60	1270	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	375	45	335	470	185	115	1070	100	60	1270	195

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.12	0.03	0.21	0.15	0.12	0.07	0.33	0.06	0.04	0.40	0.12
Crit Moves:	****		****		****		****		****		****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.742
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 1 0 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 15 35 145 270 105 25 10 1425 25 95 1745 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 145 270 105 25 10 1425 25 95 1745 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 145 270 105 25 10 1425 25 95 1745 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 145 270 105 25 10 1425 25 95 1745 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 145 270 105 25 10 1425 25 95 1745 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 145 270 105 25 10 1425 25 95 1745 220

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.66 0.34
Final Sat.: 480 1120 1600 1152 448 1600 1600 4717 83 1600 4263 537

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.30 0.30 0.06 0.41 0.41
Crit Moves: **** **

Port of Los Angeles
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Year 2035 AM Peak - Proposed Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 15 35 15 40 55 95 130 685 45 85 825 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 15 40 55 95 130 685 45 85 825 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 15 40 55 95 130 685 45 85 825 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 15 40 55 95 130 685 45 85 825 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 15 40 55 95 130 685 45 85 825 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 15 40 55 95 130 685 45 85 825 215
OvlAdjVol: 120

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 1.08 0.46 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 738 1723 738 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.06 0.08 0.21 0.03 0.05 0.26 0.13
OvlAdjV/S: 0.08 0.08
Crit Moves: **** **

2035 Plus Project MD Peak Hour

Scenario Report
Scenario: 2035 Project MD Peak
Command: 2035 Project MD Peak
Volume: 2035 Project MD Peak
Geometry: Future
Impact Fee: Default Impact Fee
Trip Generation: Default Trip Generation
Trip Distribution: Default Trip Distribution
Paths: Default Path
Routes: Default Route
Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.557	A	xxxxx 0.557	+ 0.000 V/C
# 2	A	xxxxx 0.546	A	xxxxx 0.546	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.505	A	xxxxx 0.505	+ 0.000 V/C
# 4	A	xxxxx 0.523	A	xxxxx 0.523	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C	xxxxx 0.709	C	xxxxx 0.709	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.563	A	xxxxx 0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.858	D	xxxxx 0.858	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C	xxxxx 0.744	C	xxxxx 0.744	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B	xxxxx 0.653	B	xxxxx 0.653	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D	xxxxx 0.817	D	xxxxx 0.817	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.448	A	xxxxx 0.448	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C	xxxxx 0.751	C	xxxxx 0.751	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.533	A	xxxxx 0.533	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.227	A	xxxxx 0.227	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.272	A	xxxxx 0.272	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.413	A	xxxxx 0.413	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.327	A	xxxxx 0.327	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.167	A	xxxxx 0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.333	A	xxxxx 0.333	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.570	A	xxxxx 0.570	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A	xxxxx 0.564	A	xxxxx 0.564	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D	xxxxx 0.840	D	xxxxx 0.840	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.733	C	xxxxx 0.733	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.373	A	xxxxx 0.373	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd								
	North Bound		South Bound	East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	0	0	0	1	0

Volume Module:
 Base Vol: 10 960 0 0 295 925 0 0 0 55 255 245
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 960 0 0 295 925 0 0 0 55 255 245
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 960 0 0 295 925 0 0 0 55 255 245
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 10 960 0 0 295 925 0 0 0 55 255 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 960 0 0 295 925 0 0 0 55 255 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 10 960 0 0 295 925 0 0 0 55 255 0

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 1.00 2.00 1.00
 Final Sat.: 1600 3200 0 0 3200 2880 0 0 0 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.30 0.00 0.00 0.09 0.32 0.00 0.00 0.00 0.03 0.08 0.00
 Crit Moves: **** **** ****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.546
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

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Volume Module:

Base Vol:	0 0 0 0	350 0 0	970 355 5	0 0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 0 0 0	350 0 0	970 355 5	0 0 0 0
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 0 0 0	350 0 0	970 355 5	0 0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 0 0 0	350 0 0	970 355 5	0 0 0 0
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 0 0 0	350 0 0	970 355 5	0 0 0 0
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 0 0 0	350 0 0	970 355 5	0 0 0 0

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	0.90 1.00 1.00	1.00 1.00 1.00
Lanes:	0.00 2.00 1.00	2.00 0.00 0.00	2.00 1.97 0.03	0.00 0.00 0.00
Final Sat.:	0 3200 1600	3200 0 0	2880 3156 44	0 0 0 0

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Capacity Analysis Module:

Vol/Sat:	0.00 0.00 0.00	0.11 0.00 0.00	0.34 0.11 0.11	0.00 0.00 0.00
Crit Moves:	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.505
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

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Volume Module:

Base Vol:	0 360 0	0 250 5	0 0 0	0 935 420
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	0 360 0	0 250 5	0 0 0	0 935 420
Added Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
PasserByVol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Initial Fut:	0 360 0	0 250 5	0 0 0	0 935 420
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 360 0	0 250 5	0 0 0	0 935 420
Reduct Vol:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Reduced Vol:	0 360 0	0 250 5	0 0 0	0 935 420
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	0 360 0	0 250 5	0 0 0	0 935 420

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Saturation Flow Module:

Sat/Lane:	1600 1600 1600	1600 1600 1600	1600 1600 1600	1600 1600 1600
Adjustment:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 0.90
Lanes:	0.00 2.00 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.00 2.00 2.00
Final Sat.:	0 3200 0	0 3200 1600	0 0 0	0 3200 2880

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Capacity Analysis Module:

Vol/Sat:	0.00 0.11 0.00	0.00 0.08 0.00	0.00 0.00 0.00	0.00 0.29 0.15
Crit Moves:	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	250	0	0	360	1075	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	0	360	1075	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	0	360	1075	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	0	360	1075	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	360	1075	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	0	360	1075	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.23	0.34	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	530	0	915	0	0	0	0	2235	60	0	1930	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	915	0	0	0	0	2235	60	0	1930	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	915	0	0	0	0	2235	60	0	1930	115
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	530	0	0	0	0	0	0	2235	60	0	1930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	0	0	0	0	0	0	2235	60	0	1930	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	530	0	0	0	0	0	0	2235	60	0	1930	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.04	0.00	0.45	0.00
Crit Volume:	265	0			0			745	0			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name:	Ferry St / Seaside Ave				Harbor Fwy Ramp					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	545	455	5	415	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	455	5	415	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	455	5	415	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	455	5	415	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	455	5	415	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	455	5	415	0	0	0	0	505	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.32	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	545	5	5	5	5	0	0	0	0	253	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: D

Street Name:	Pier B St-Pico Ave				I-710 Ramps-9th St						
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Include		Include		Ignore		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	95	5	315	170	5	5	10	315	5	305	240	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	5	315	170	5	5	10	315	5	305	240	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	5	315	170	5	5	10	315	5	305	240	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	95	5	315	170	5	5	10	315	0	305	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	5	315	170	5	5	10	315	0	305	240	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	95	5	315	170	5	5	10	315	0	305	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.70	0.55	0.75
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1115	878	1207

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.20	0.11	0.00	0.00	0.10	0.10	0.00	0.27	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.744
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: C

Street Name:	Harbor Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:

Base Vol:	235	95	130	135	55	65	30	1420	30	25	1360	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	95	130	135	55	65	30	1420	30	25	1360	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	95	130	135	55	65	30	1420	30	25	1360	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	95	130	135	55	65	30	1420	30	25	1360	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	95	130	135	55	65	30	1420	30	25	1360	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	235	95	130	135	55	65	30	1420	30	25	1360	150

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.42	0.58	0.53	0.22	0.25	1.00	2.94	0.06	1.00	3.00	1.00
Final Sat.:	1600	676	924	847	345	408	1600	4701	99	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.15	0.14	0.14	0.08	0.16	0.16	0.02	0.30	0.30	0.02	0.28	0.09
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: B

Street Name:	Santa Fe Ave						Anaheim St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	1	0	2	1	0	2

Volume Module:

Base Vol:	5	205	55	205	195	80	40	1215	0	25	1230	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	205	55	205	195	80	40	1215	0	25	1230	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	205	55	205	195	80	40	1215	0	25	1230	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	205	55	205	195	80	40	1215	0	25	1230	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	205	55	205	195	80	40	1215	0	25	1230	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	205	55	205	195	80	40	1215	0	25	1230	205

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.06	0.03	0.13	0.06	0.05	0.03	0.25	0.00	0.02	0.26	0.13
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: D

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	95	30	10	405	35	150	170	945	155	15	1050	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	30	10	405	35	150	170	945	155	15	1050	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	30	10	405	35	150	170	945	155	15	1050	475
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	30	0	405	35	0	170	945	155	15	1050	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	30	0	405	35	0	170	945	155	15	1050	475
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	30	0	405	35	0	170	945	155	15	1050	475

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4124	676	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.00	0.25	0.01	0.00	0.11	0.23	0.23	0.01	0.33	0.30
Crit Moves:	****	****		****	****		****	****	****	****	****	

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St													
Approach:	North Bound		South Bound		East Bound		West Bound											
Movement:	L	T	R	L	T	R	L	T	R	L	T	R						
Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Ovl		Include		Ovl											
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	1

Volume Module:

Base Vol:	0	0	0	35	0	200	190	1275	0	0	1240	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	0	200	190	1275	0	0	1240	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	200	190	1275	0	0	1240	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	0	200	190	1275	0	0	1240	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	200	190	1275	0	0	1240	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	200	190	1275	0	0	1240	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.14	0.13	0.30	0.00	0.00	0.29	0.04
Crit Volume:	0	35	190	413								
Crit Moves:	****	****	****	****								

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.751
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: C

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 205 110 115 195 130 85 135 1240 175 70 1250 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 205 110 115 195 130 85 135 1240 175 70 1250 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 205 110 115 195 130 85 135 1240 175 70 1250 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 205 110 115 195 130 85 135 1240 0 70 1250 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 205 110 115 195 130 85 135 1240 0 70 1250 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 205 110 115 195 130 85 135 1240 0 70 1250 190

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.95 1.05 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2782 1493 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.08 0.14 0.05 0.06 0.09 0.44 0.00 0.05 0.44 0.13
 Crit Volume: 115 195 135 625
 Crit Moves: **** **

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 5 45 545 30 50 155 80 875 0 320 995 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 45 545 30 50 155 80 875 0 320 995 45
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 45 545 30 50 155 80 875 0 320 995 45
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 45 545 30 50 155 80 875 0 320 995 45
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 45 545 30 50 155 80 875 0 320 995 45
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 45 545 30 50 155 80 875 0 320 995 45

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.03 0.19 0.02 0.02 0.11 0.06 0.31 0.00 0.11 0.36 0.36
 Crit Volume: 5 155 80 520
 Crit Moves: **** **

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R											
Control:	Protected		Protected		Split Phase		Split Phase													
Rights:	Ignore		Include		Include		Ignore													
Min. Green:	0	0	0	0	0	0	0	0	0											
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	35	230	75	80	215	40	70	5	25	80	0	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	230	75	80	215	40	70	5	25	80	0	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	230	75	80	215	40	70	5	25	80	0	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	35	230	0	80	215	40	70	5	25	80	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	230	0	80	215	40	70	5	25	80	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	35	230	0	80	215	40	70	5	25	80	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.69	0.31	1.00	0.17	0.83	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2319	431	1375	229	1146	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.03	0.08	0.00	0.03	0.09	0.09	0.05	0.02	0.02	0.06	0.00	0.00
Crit Volume:	35	128		70			80					
Crit Moves:	****	****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Permitted		Permitted					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	0	10	125	10	10	35	65	220	0	35	325	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	10	125	10	10	35	65	220	0	35	325	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	10	125	10	10	35	65	220	0	35	325	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	10	125	10	10	35	65	220	0	35	325	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	10	125	10	10	35	65	220	0	35	325	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	10	125	10	10	35	65	220	0	35	325	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.22	0.78	0.46	1.54	0.00	0.18	1.64	0.18
Final Sat.:	1500	111	1389	1500	333	1167	684	2316	0	266	2468	266

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.09	0.10	0.00	0.13	0.13	0.13
Crit Volume:	135	10		65			198					
Crit Moves:	****	****		****			****					

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Avalon Blvd			Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	

Volume Module:											
Base Vol:	65	25	5	5	95	130	235	280	75	15	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	25	5	5	95	130	235	280	75	15	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	25	5	5	95	130	235	280	75	15	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	25	5	5	95	130	235	280	75	15	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	5	5	95	130	235	280	75	15	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	25	5	5	95	130	235	280	75	15	355

Saturation Flow Module:											
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.80	0.95	0.25	0.08	1.87
Final Sat.:	1500	1342	158	65	1435	1500	1195	1424	381	118	2803

Capacity Analysis Module:											
Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.20	0.20	0.20	0.13	0.13
Crit Volume:	65			130	235					190	
Crit Moves:	****			****	****					****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Fries Ave			Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	0	1	

Volume Module:											
Base Vol:	30	20	170	10	5	20	10	415	5	75	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	170	10	5	20	10	415	5	75	460
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	170	10	5	20	10	415	5	75	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	170	10	5	20	10	415	5	75	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	170	10	5	20	10	415	5	75	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	170	10	5	20	10	415	5	75	460

Saturation Flow Module:											
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.20	0.80	0.05	1.93	0.02	0.27	1.66
Final Sat.:	1500	158	1342	1500	300	1200	70	2895	35	405	2486

Capacity Analysis Module:											
Vol/Sat:	0.02	0.13	0.13	0.01	0.02	0.02	0.14	0.14	0.14	0.18	0.18
Crit Volume:			190	10			215	75			
Crit Moves:	****	****					****	****			

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 0 0 1 1 0 0

 Volume Module:
 Base Vol: 0 5 15 0 0 0 0 445 5 10 480 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 5 15 0 0 0 0 445 5 10 480 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 5 15 0 0 0 0 445 5 10 480 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 15 0 0 0 0 445 5 10 480 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 5 15 0 0 0 0 445 5 10 480 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 5 15 0 0 0 0 445 5 10 480 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00
 Final Sat.: 0 1500 1500 0 0 0 0 2967 33 61 2939 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.16 0.16 0.00
 Crit Volume: 15 0 225 10
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.333
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 0 1 0 1 1 0

 Volume Module:
 Base Vol: 0 0 0 20 0 175 0 425 0 0 450 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 175 0 425 0 0 450 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 175 0 425 0 0 450 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 175 0 425 0 0 450 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 175 0 425 0 0 450 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 175 0 425 0 0 450 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00
 Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00
 Crit Volume: 0 175 0 225
 Crit Moves: **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Figueroa St	Harry Bridges Blvd
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Permitted Permitted	Permitted Permitted
Rights:	Include Ignore	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 1 0 1 0 1	1 0 1 1 0 1

Volume Module:												
Base Vol:	0	0	0	345	0	575	90	465	0	0	570	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	345	0	575	90	465	0	0	570	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	345	0	575	90	465	0	0	570	420
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	0	90	465	0	0	570	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	90	465	0	0	570	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	0	90	465	0	0	570	420

Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.06	0.16	0.00	0.00	0.19	0.28
Crit Volume:	0			345			90				420	
Crit Moves:				****			****				****	

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Street Name:	Alameda St Ramp	PCH
Approach:	North Bound South Bound	East Bound West Bound
Movement:	L - T - R L - T - R	L - T - R L - T - R
Control:	Protected Protected	Protected Protected
Rights:	Include Include	Include Include
Min. Green:	0 0 0 0 0 0	0 0 0 0 0 0
Lanes:	0 0 0 0 0 1	1 0 2 0 0 1

Volume Module:												
Base Vol:	0	0	0	145	0	230	225	995	0	0	785	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	145	0	230	225	995	0	0	785	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	145	0	230	225	995	0	0	785	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	230	225	995	0	0	785	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	230	225	995	0	0	785	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	145	0	230	225	995	0	0	785	260

Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.25	0.75
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3211	1064

Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.16	0.35	0.00	0.00	0.24	0.24
Crit Volume:	0			230		225					348	
Crit Moves:				****		****					****	

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.733
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: C

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	30	20	270	185	40	50	15	1565	15	85	1490	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	270	185	40	50	15	1565	15	85	1490	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	270	185	40	50	15	1565	15	85	1490	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	270	185	40	50	15	1565	15	85	1490	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	270	185	40	50	15	1565	15	85	1490	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	270	185	40	50	15	1565	15	85	1490	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.82	0.18	1.00	1.00	2.97	0.03	1.00	2.69	0.31
Final Sat.:	960	640	1600	1316	284	1600	1600	4754	46	1600	4308	492

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.17	0.12	0.14	0.03	0.01	0.33	0.33	0.05	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	5	20	5	30	75	50	75	510	35	85	535	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	5	30	75	50	75	510	35	85	535	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	20	5	30	75	50	75	510	35	85	535	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	5	30	75	50	75	510	35	85	535	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	30	75	50	75	510	35	85	535	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	5	30	75	50	75	510	35	85	535	315
OvlAdjVol:												240

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.34	0.33	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	2133	533	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.02	0.05	0.03	0.05	0.16	0.02	0.05	0.17	0.20
OvlAdjV/S:												0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2035 Plus Project PM Peak Hour

 Port of Los Angeles
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 Year 2035 PM Peak - Proposed Project

Scenario: Scenario Report
 2035 Project PM Peak

Command: 2035 Project PM Peak
 Volume: 2035 Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2035 PM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 2	A xxxxx	0.413	A xxxxx	0.413	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.403	A xxxxx	0.403	+ 0.000 V/C
# 4	A xxxxx	0.398	A xxxxx	0.398	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.769	C xxxxx	0.769	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.770	C xxxxx	0.770	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.663	B xxxxx	0.663	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.457	A xxxxx	0.457	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.868	D xxxxx	0.868	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.600	A xxxxx	0.600	+ 0.000 V/C

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Year 2035 PM Peak - Proposed Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy		Ocean Blvd	
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Ignore
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 2 0 0	0 0 2 0 2	0 0 0 0 0	1 0 2 0 1

Volume Module:

Base Vol:	5 680	0	0 225	600	0	0	0	15 135	260
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00
Initial Bse:	5 680	0	0 225	600	0	0	0	15 135	260
Added Vol:	0 0	0	0 0	0	0	0	0	0 0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0 0	0
Initial Fut:	5 680	0	0 225	600	0	0	0	15 135	260
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00
PHF Volume:	5 680	0	0 225	600	0	0	0	15 135	0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0 0	0
Reduced Vol:	5 680	0	0 225	600	0	0	0	15 135	0
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	0.00
FinalVolume:	5 680	0	0 225	600	0	0	0	15 135	0

Saturation Flow Module:

Sat/Lane:	1600 1600	1600	1600 1600	1600	1600 1600	1600	1600	1600 1600	1600
Adjustment:	1.00 1.00	1.00	1.00 1.00	0.90	1.00 1.00	1.00	1.00	1.00 1.00	1.00
Lanes:	1.00 2.00	0.00	0.00 2.00	2.00	0.00 0.00	0.00	0.00	1.00 2.00	1.00
Final Sat.:	1600 3200	0	0 3200	2880	0	0	0	1600 3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00 0.21	0.00	0.00 0.07	0.21	0.00 0.00	0.00	0.00	0.01 0.04	0.00
Crit Moves:	****		****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.413
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 1      1 1 0 0 0      2 0 1 1 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 240 0 0      685 250 5 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 240 0 0      685 250 5 0 0 0
Added Vol:    0 0 0 0 0 0      0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0      0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 240 0 0      685 250 5 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 240 0 0      685 250 5 0 0 0
Reduct Vol:   0 0 0 0 0 0      0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 240 0 0      685 250 5 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 240 0 0      685 250 5 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 2.00 1.00 2.00 0.00 0.00 2.00 1.96 0.04 0.00 0.00 0.00
Final Sat.:   0 3200 1600 3200 0 0      2880 3137 63 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.08 0.00 0.00 0.24 0.08 0.08 0.00 0.00 0.00
Crit Moves:   ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.403
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29      Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 2 0 0      0 0 2 0 1      0 0 0 0 0      0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 385 0 0 0 155 225 0 0 0 0 0 520 175
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 385 0 0 0 155 225 0 0 0 0 0 520 175
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 385 0 0 0 155 225 0 0 0 0 0 520 175
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 385 0 0 0 155 225 0 0 0 0 0 520 175
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 385 0 0 0 155 225 0 0 0 0 0 520 175
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 385 0 0 0 155 225 0 0 0 0 0 520 175
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.90
Lanes:        0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00
Final Sat.:   0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.12 0.00 0.00 0.05 0.14 0.00 0.00 0.00 0.00 0.16 0.06
Crit Moves:   ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.398
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    28          Level Of Service:      A
*****
Approach:  North Bound  South Bound  East Bound  West Bound
Movement:  L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:   Split Phase  Split Phase  Split Phase  Split Phase
Rights:    Include      Include      Include      Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:     0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    0 0 0 155 0 0 385 780 0 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 0 155 0 0 385 780 0 0 0 0
Added Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 0 155 0 0 385 780 0 0 0 0
User Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 155 0 0 385 780 0 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 155 0 0 385 780 0 0 0 0 0
PCE Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 155 0 0 385 780 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:     0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.24 0.00 0.00 0.00 0.00
Crit Moves: ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.786
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    87          Level Of Service:      C
*****
Street Name:  Navy Way  Seaside Ave
Approach:    North Bound  South Bound  East Bound  West Bound
Movement:    L - T - R    L - T - R    L - T - R    L - T - R
-----|-----|-----|-----|
Control:     Permitted    Permitted    Protected    Protected
Rights:      Ignore      Include      Owl          Ignore
Min. Green:  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:       2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    530 0 1165 0 0 0 0 2565 390 0 2490 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 530 0 1165 0 0 0 0 2565 390 0 2490 115
Added Vol:   0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 530 0 1165 0 0 0 0 2565 390 0 2490 115
User Adj:   1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:    1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 530 0 0 0 0 0 0 2565 390 0 2490 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 530 0 0 0 0 0 0 2565 390 0 2490 0
PCE Adj:    1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:    1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 530 0 0 0 0 0 0 2565 390 0 2490 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:   1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:     2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:    0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.27 0.00 0.58 0.00
Crit Volume: 265          0          855          0
Crit Moves: ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 545 285 5 305 0 0 0 0 0 245 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 545 285 5 305 0 0 0 0 0 245 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 285 5 305 0 0 0 0 0 245 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 285 5 305 0 0 0 0 0 245 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 285 5 305 0 0 0 0 0 245 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 285 5 305 0 0 0 0 0 245 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 5 0 123
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 125 0 90 100 0 20 65 220 250 225 325 125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 0 90 100 0 20 65 220 250 225 325 125
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 0 90 100 0 20 65 220 250 225 325 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 0 90 100 0 20 65 220 0 225 325 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 0 90 100 0 20 65 220 0 225 325 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 0 90 100 0 20 65 220 0 225 325 125

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.46 1.54 1.00 0.67 0.96 0.37
Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1067 1541 593

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.06 0.06 0.00 0.01 0.09 0.09 0.00 0.21 0.21 0.21
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	40	60	105	155	15	60	15	1450	35	0	1555	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	60	105	155	15	60	15	1450	35	0	1555	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	60	105	155	15	60	15	1450	35	0	1555	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	60	105	155	15	60	15	1450	35	0	1555	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	60	105	155	15	60	15	1450	35	0	1555	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	60	105	155	15	60	15	1450	35	0	1555	150

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.67	0.07	0.26	1.00	2.93	0.07	1.00	3.00	1.00
Final Sat.:	1600	582	1018	1078	104	417	1600	4687	113	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.03	0.10	0.10	0.10	0.14	0.14	0.01	0.31	0.31	0.00	0.32	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:

Base Vol:	0	130	40	385	180	80	50	1430	0	15	1225	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	130	40	385	180	80	50	1430	0	15	1225	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	130	40	385	180	80	50	1430	0	15	1225	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	130	40	385	180	80	50	1430	0	15	1225	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	130	40	385	180	80	50	1430	0	15	1225	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	130	40	385	180	80	50	1430	0	15	1225	275

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	0	1600	4800	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.04	0.03	0.24	0.06	0.05	0.03	0.30	0.00	0.01	0.26	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 325 130 15 325 145 120 125 1180 440 10 1035 435
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 325 130 15 325 145 120 125 1180 440 10 1035 435
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 325 130 15 325 145 120 125 1180 440 10 1035 435
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 325 130 0 325 145 0 125 1180 440 10 1035 435
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 325 130 0 325 145 0 125 1180 440 10 1035 435
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 325 130 0 325 145 0 125 1180 440 10 1035 435

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3496 1304 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.20 0.04 0.00 0.20 0.05 0.00 0.08 0.34 0.34 0.01 0.32 0.27
 Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.550
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 51 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 70 0 310 185 1645 0 0 1420 95
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 70 0 310 185 1645 0 0 1420 95
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 70 0 310 185 1645 0 0 1420 95
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 70 0 310 185 1645 0 0 1420 95
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 70 0 310 185 1645 0 0 1420 95
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 70 0 310 185 1645 0 0 1420 95

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.22 0.13 0.38 0.00 0.00 0.33 0.07
 Crit Volume: 0 310 0 473
 Crit Moves: ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 136 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 275 115 100 205 190 40 85 1635 285 70 1495 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 275 115 100 205 190 40 85 1635 285 70 1495 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 275 115 100 205 190 40 85 1635 285 70 1495 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 275 115 100 205 190 40 85 1635 0 70 1495 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 275 115 100 205 190 40 85 1635 0 70 1495 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 275 115 100 205 190 40 85 1635 0 70 1495 190

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2850 1425 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.08 0.07 0.14 0.05 0.05 0.06 0.57 0.00 0.05 0.52 0.13
 Crit Volume: 138 205 818 70
 Crit Moves: **** **** **** ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: C

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

 Volume Module:
 Base Vol: 15 170 855 15 285 190 195 1130 10 465 1320 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 170 855 15 285 190 195 1130 10 465 1320 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 170 855 15 285 190 195 1130 10 465 1320 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 170 855 15 285 190 195 1130 10 465 1320 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 170 855 15 285 190 195 1130 10 465 1320 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 170 855 15 285 190 195 1130 10 465 1320 20

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.12 0.30 0.01 0.10 0.13 0.14 0.40 0.01 0.16 0.47 0.47
 Crit Volume: 428 15 195 670
 Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 20 400 55 105 330 45 65 0 15 65 0 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 400 55 105 330 45 65 0 15 65 0 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 400 55 105 330 45 65 0 15 65 0 140
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 400 0 105 330 45 65 0 15 65 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 400 0 105 330 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 20 400 0 105 330 45 65 0 15 65 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.76 0.24 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2420 330 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 200 53 65 65
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 10 0 210 85 0 205 135 420 0 60 275 105
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 210 85 0 205 135 420 0 60 275 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 210 85 0 205 135 420 0 60 275 105
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 210 85 0 205 135 420 0 60 275 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 210 85 0 205 135 420 0 60 275 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 210 85 0 205 135 420 0 60 275 105

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.49 1.51 0.00 0.27 1.25 0.48
Final Sat.: 1500 0 1500 1500 0 1500 730 2270 0 409 1875 716

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.14 0.06 0.00 0.14 0.18 0.19 0.00 0.15 0.15 0.15
Crit Volume: 210 85 135 220
Crit Moves: **** **

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	500	45	40	470	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	75	5	15	110	165	465	500	45	40	470	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	75	5	15	110	165	465	500	45	40	470	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	75	5	15	110	165	465	500	45	40	470	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	500	45	40	470	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	75	5	15	110	165	465	500	45	40	470	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.10	0.90	1.00	0.92	0.99	0.09	0.15	1.77	0.08
Final Sat.:	1500	1417	83	155	1345	1500	1381	1485	134	226	2660	113

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100					165	465			265		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	70	25	150	15	5	25	10	885	5	45	685	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	25	150	15	5	25	10	885	5	45	685	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	25	150	15	5	25	10	885	5	45	685	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	25	150	15	5	25	10	885	5	45	685	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	25	150	15	5	25	10	885	5	45	685	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	25	150	15	5	25	10	885	5	45	685	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.17	0.83	0.02	1.97	0.01	0.12	1.79	0.09
Final Sat.:	1500	214	1286	1500	250	1250	33	2950	17	176	2686	137

Capacity Analysis Module:

Vol/Sat:	0.05	0.12	0.12	0.01	0.02	0.02	0.30	0.30	0.30	0.25	0.25	0.26
Crit Volume:	175			15			450		45			
Crit Moves:	****			****			****		****			

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0

 Volume Module:
 Base Vol: 70 0 35 0 0 0 0 880 25 15 800 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 70 0 35 0 0 0 0 880 25 15 800 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 70 0 35 0 0 0 0 880 25 15 800 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 70 0 35 0 0 0 0 880 25 15 800 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 70 0 35 0 0 0 0 880 25 15 800 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 70 0 35 0 0 0 0 880 25 15 800 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.94 0.06 0.04 1.96 0.00
 Final Sat.: 1500 500 1000 0 0 0 0 2917 83 55 2945 0

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.04 0.00 0.00 0.00 0.00 0.30 0.30 0.27 0.27 0.00
 Crit Volume: 70 0 453 15
 Crit Moves: **** **** ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 0 0 95 0 140 0 780 0 0 615 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 95 0 140 0 780 0 0 615 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 95 0 140 0 780 0 0 615 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 95 0 140 0 780 0 0 615 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 95 0 140 0 780 0 0 615 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 95 0 140 0 780 0 0 615 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.81 0.19 1.00 1.00 2.00 0.00 1.00 2.00 0.00
 Final Sat.: 0 1200 0 970 230 1200 1200 2400 0 1200 2400 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.12 0.00 0.33 0.00 0.00 0.26 0.00
 Crit Volume: 0 140 390 0
 Crit Moves: **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Street Name:	Figueroa St			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Ignore	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 0 2 0 1	1 0 1 1 0	1 0 2 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	0	0	0	565	0	690	105	625	0	0	1265	565
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	565	0	690	105	625	0	0	1265	565
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	565	0	690	105	625	0	0	1265	565
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	565	0	0	105	625	0	0	1265	565
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	565	0	0	105	625	0	0	1265	565
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	565	0	0	105	625	0	0	1265	565

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.07	0.21	0.00	0.00	0.42	0.38
Crit Volume:	0	565	0	565	0	690	105	625	0	0	633	565
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Street Name:	Alameda St Ramp			PCH		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected	Protected	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 0 0 1	1 0 2 0 0	0 0 2 0 0	0 0 2 1 0

Volume Module:

Base Vol:	0	0	0	160	0	210	210	1680	0	0	1210	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	160	0	210	210	1680	0	0	1210	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	160	0	210	210	1680	0	0	1210	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	160	0	210	210	1680	0	0	1210	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	160	0	210	210	1680	0	0	1210	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	160	0	210	210	1680	0	0	1210	245

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.49	0.51
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3555	720

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.15	0.15	0.59	0.00	0.00	0.34	0.34
Crit Volume:	0	0	0	210	0	210	210	840	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.935
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 125 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	175	420	90	190	330	115	140	1515	125	115	1020	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	420	90	190	330	115	140	1515	125	115	1020	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	420	90	190	330	115	140	1515	125	115	1020	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	420	90	190	330	115	140	1515	125	115	1020	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	420	90	190	330	115	140	1515	125	115	1020	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	420	90	190	330	115	140	1515	125	115	1020	165

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.06	0.12	0.10	0.07	0.09	0.47	0.08	0.07	0.32	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 131 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0

Volume Module:

Base Vol:	30	60	310	280	65	15	15	1900	10	95	1325	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	60	310	280	65	15	15	1900	10	95	1325	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	60	310	280	65	15	15	1900	10	95	1325	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	60	310	280	65	15	15	1900	10	95	1325	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	60	310	280	65	15	15	1900	10	95	1325	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	60	310	280	65	15	15	1900	10	95	1325	255

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.81	0.19	1.00	1.00	2.98	0.02	1.00	2.52	0.48
Final Sat.:	533	1067	1600	1299	301	1600	1600	4775	25	1600	4025	775

Capacity Analysis Module:

Vol/Sat:	0.02	0.06	0.19	0.17	0.22	0.01	0.01	0.40	0.40	0.06	0.33	0.33
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Split Phase Include	Split Phase Include	Protected Include	Protected Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1

Volume Module:

Base Vol:	5	20	20	35	25	150	150	1170	0	10	780	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	20	35	25	150	150	1170	0	10	780	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	20	20	35	25	150	150	1170	0	10	780	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	20	35	25	150	150	1170	0	10	780	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	20	35	25	150	150	1170	0	10	780	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	20	35	25	150	150	1170	0	10	780	365
OvlAdjVol:												215

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.89	0.89	1.17	0.83	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	356	1422	1422	1867	1333	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.09	0.09	0.37	0.00	0.01	0.24	0.23
OvlAdjV/S:												0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2035 Plus Alternative 1: No Project AM Peak Hour

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Scenario: 2035 WO Project AM Peak

Scenario Report

Command: 2035 WO Project AM Peak
 Volume: 2035 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
# 2	A xxxxx	0.504	A xxxxx	0.504	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.527	A xxxxx	0.527	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.813	D xxxxx	0.813	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.821	D xxxxx	0.821	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.698	B xxxxx	0.698	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.726	C xxxxx	0.726	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.522	A xxxxx	0.522	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.593	A xxxxx	0.593	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.353	A xxxxx	0.353	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.350	A xxxxx	0.350	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.562	A xxxxx	0.562	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.743	C xxxxx	0.743	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.962	E xxxxx	0.962	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.759	C	xxxxx 0.759	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.542	A	xxxxx 0.542	+ 0.000 V/C

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Level of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.504
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0

Volume Module:

Base Vol:	5	545	0	0	380	785	0	0	0	125	235	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	545	0	0	380	785	0	0	0	125	235	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	545	0	0	380	785	0	0	0	125	235	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	545	0	0	380	785	0	0	0	125	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	545	0	0	380	785	0	0	0	125	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	545	0	0	380	785	0	0	0	125	235	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.12	0.27	0.00	0.00	0.00	0.08	0.07	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.449
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Table with 12 columns for Saturation Flow Module. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.429
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.813
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Table with 4 columns: Navy Way, Seaside Ave. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 435 285 0 435 0 0 0 0 540 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 285 0 435 0 0 0 0 540 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 285 0 435 0 0 0 0 540 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 285 0 435 0 0 0 0 540 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 285 0 435 0 0 0 0 540 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 285 0 435 0 0 0 0 540 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 90 20 335 160 10 5 10 340 25 285 230 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 90 20 335 160 10 5 10 340 25 285 230 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 90 20 335 160 10 5 10 340 25 285 230 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 90 20 335 160 10 5 10 340 0 285 230 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 90 20 335 160 10 5 10 340 0 285 230 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 90 20 335 160 10 5 10 340 0 285 230 195

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.33 0.67 0.06 1.94 1.00 0.80 0.65 0.55
Final Sat.: 2880 1600 1600 1600 2133 1067 91 3109 1600 1285 1037 879

Capacity Analysis Module:
Vol/Sat: 0.03 0.01 0.21 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:
Base Vol: 130 85 145 135 65 55 15 835 35 30 1575 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 85 145 135 65 55 15 835 35 30 1575 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 85 145 135 65 55 15 835 35 30 1575 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 85 145 135 65 55 15 835 35 30 1575 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 835 35 30 1575 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 85 145 135 65 55 15 835 35 30 1575 180

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.88 0.12 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4607 193 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.18 0.18 0.02 0.33 0.11
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	2	0

Volume Module:
Base Vol: 15 200 30 175 260 60 20 1090 10 5 1190 375
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 200 30 175 260 60 20 1090 10 5 1190 375
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 200 30 175 260 60 20 1090 10 5 1190 375
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 200 30 175 260 60 20 1090 10 5 1190 375
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 200 30 175 260 60 20 1090 10 5 1190 375
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 200 30 175 260 60 20 1090 10 5 1190 375

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.97 0.03 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4756 44 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.02 0.11 0.08 0.04 0.01 0.23 0.23 0.00 0.25 0.23
Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 245 140 15 305 135 35 40 830 255 10 1110 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 245 140 15 305 135 35 40 830 255 10 1110 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 245 140 15 305 135 35 40 830 255 10 1110 280
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 245 140 0 305 135 0 40 830 255 10 1110 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 245 140 0 305 135 0 40 830 255 10 1110 280
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 245 140 0 305 135 0 40 830 255 10 1110 280

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.29 0.71 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3672 1128 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.04 0.00 0.19 0.04 0.00 0.03 0.23 0.23 0.01 0.35 0.17
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected							
Rights:	Include		Ovl		Include		Ovl							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	1

Volume Module:
Base Vol: 0 0 0 30 0 180 255 1080 0 0 1375 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 30 0 180 255 1080 0 0 1375 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 30 0 180 255 1080 0 0 1375 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 30 0 180 255 1080 0 0 1375 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 30 0 180 255 1080 0 0 1375 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 30 0 180 255 1080 0 0 1375 65

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.13 0.18 0.25 0.00 0.00 0.32 0.05
Crit Volume: 0 30 255 458
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 1 0 2 0 1

Volume Module:
Base Vol: 210 95 130 140 155 45 95 1155 370 55 1350 130
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 210 95 130 140 155 45 95 1155 370 55 1350 130
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 210 95 130 140 155 45 95 1155 370 55 1350 130
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 210 95 130 140 155 45 95 1155 0 55 1350 130
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 210 95 130 140 155 45 95 1155 0 55 1350 130
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 210 95 130 140 155 45 95 1155 0 55 1350 130

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 2.33 0.67 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2850 1425 1425 1425 3313 962 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.07 0.07 0.09 0.10 0.05 0.05 0.07 0.41 0.00 0.04 0.47 0.09
Crit Volume: 130 140 95 675
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 1 0 2 0 1 1 1 0 2 0 1 1 1 0 1 1 0

Volume Module:
Base Vol: 20 170 570 40 155 140 95 895 10 375 960 40
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 170 570 40 155 140 95 895 10 375 960 40
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 170 570 40 155 140 95 895 10 375 960 40
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 170 570 40 155 140 95 895 10 375 960 40
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 170 570 40 155 140 95 895 10 375 960 40
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 170 570 40 155 140 95 895 10 375 960 40

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2736 114

Capacity Analysis Module:
Vol/Sat: 0.01 0.12 0.20 0.03 0.05 0.10 0.07 0.31 0.01 0.13 0.35 0.35
Crit Volume: 170 40 447 188
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 0 1 0 0 1

Volume Module:
Base Vol: 35 365 95 55 425 25 35 5 40 180 0 100
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 365 95 55 425 25 35 5 40 180 0 100
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 365 95 55 425 25 35 5 40 180 0 100
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 35 365 0 55 425 25 35 5 40 180 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 365 0 55 425 25 35 5 40 180 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 35 365 0 55 425 25 35 5 40 180 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.89 0.11 1.00 0.11 0.89 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2597 153 1375 153 1222 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.13 0.00 0.02 0.16 0.16 0.03 0.03 0.03 0.13 0.00 0.00
Crit Volume: 35 225 45 180
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 5 70 95 5 110 80 235 5 140 345 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 70 95 5 110 80 235 5 140 345 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 70 95 5 110 80 235 5 140 345 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 70 95 5 110 80 235 5 140 345 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 70 95 5 110 80 235 5 140 345 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 70 95 5 110 80 235 5 140 345 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.04 0.96 0.50 1.47 0.03 0.51 1.25 0.24
Final Sat.: 1500 100 1400 1500 65 1435 750 2203 47 764 1882 355

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.08 0.08 0.11 0.11 0.11 0.18 0.18 0.18
Crit Volume: 75 95 80 275
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 45 20 10 30 145 190 355 290 130 20 465 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 20 10 30 145 190 355 290 130 20 465 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 20 10 30 145 190 355 290 130 20 465 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 20 10 30 145 190 355 290 130 20 465 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 20 10 30 145 190 355 290 130 20 465 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 20 10 30 145 190 355 290 130 20 465 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.16 0.84 1.00 0.92 0.75 0.33 0.08 1.84 0.08
Final Sat.: 1500 1100 400 247 1253 1500 1374 1123 503 119 2762 119

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.26 0.26 0.17 0.17 0.17
Crit Volume: 45 190 355 253
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 65 10 110 25 10 10 10 565 25 70 575 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 65 10 110 25 10 10 10 565 25 70 575 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 65 10 110 25 10 10 10 565 25 70 575 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 65 10 110 25 10 10 10 565 25 70 575 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 65 10 110 25 10 10 10 565 25 70 575 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 65 10 110 25 10 10 10 565 25 70 575 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 1.00 0.50 0.50 0.03 1.89 0.08 0.21 1.74 0.05
Final Sat.: 1500 125 1375 1500 750 750 50 2825 125 318 2614 68

Capacity Analysis Module:
Vol/Sat: 0.04 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.22 0.22 0.22
Crit Volume: 120 25 300 70
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 5 5 20 0 0 0 0 600 10 15 585 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 600 10 15 585 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 600 10 15 585 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 600 10 15 585 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 600 10 15 585 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 600 10 15 585 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.97 0.03 0.05 1.95 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2951 49 75 2925 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.20 0.20 0.20 0.20 0.00
Crit Volume: 20 0 305 15
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 1 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 85 0 285 0 560 0 0 540 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 85 0 285 0 560 0 0 540 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 85 0 285 0 560 0 0 540 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 85 0 285 0 560 0 0 540 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 85 0 285 0 560 0 0 540 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 85 0 285 0 560 0 0 540 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.46 0.54 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 551 649 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.24 0.00 0.23 0.00 0.00 0.23 0.00
Crit Volume: 0 285 280 0
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	0	0	5	365	0	570	150	705	0	5	585	595
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	5	365	0	570	150	705	0	5	585	595
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	5	365	0	570	150	705	0	5	585	595
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	5	365	0	570	150	705	0	5	585	595
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	5	365	0	570	150	705	0	5	585	595
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	5	365	0	570	150	705	0	5	585	595

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	1500	1500	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.00	0.10	0.24	0.00	0.00	0.20	0.40
Crit Volume:			5	365		150			595			
Crit Moves:	****	****			****				****		****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	0	0	260	0	245	220	1270	0	0	1070	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	245	220	1270	0	0	1070	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	245	220	1270	0	0	1070	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	245	220	1270	0	0	1070	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	245	220	1270	0	0	1070	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	245	220	1270	0	0	1070	205

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.52	0.48
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3588	687

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.17	0.15	0.45	0.00	0.00	0.30	0.30
Crit Volume:			0	260		635			0			
Crit Moves:				****		****		****		****		

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.962
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: E

Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1

Volume Module:	Santa Fe Ave			Pacific Coast Hwy								
Base Vol:	180	375	45	335	470	185	115	1125	110	60	1355	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	375	45	335	470	185	115	1125	110	60	1355	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	375	45	335	470	185	115	1125	110	60	1355	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	375	45	335	470	185	115	1125	110	60	1355	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	375	45	335	470	185	115	1125	110	60	1355	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	375	45	335	470	185	115	1125	110	60	1355	195

Saturation Flow Module:	Santa Fe Ave			Pacific Coast Hwy								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Santa Fe Ave			Pacific Coast Hwy								
Vol/Sat:	0.11	0.12	0.03	0.21	0.15	0.12	0.07	0.35	0.07	0.04	0.42	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:
Base Vol: 15 35 145 270 105 25 10 1470 25 95 1830 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 145 270 105 25 10 1470 25 95 1830 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 145 270 105 25 10 1470 25 95 1830 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 145 270 105 25 10 1470 25 95 1830 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 145 270 105 25 10 1470 25 95 1830 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 145 270 105 25 10 1470 25 95 1830 220

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.68 0.32
Final Sat.: 480 1120 1600 1152 448 1600 1600 4720 80 1600 4285 515

Capacity Analysis Module:
Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.31 0.31 0.06 0.43 0.43
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 15 35 15 115 55 95 130 715 45 85 835 455
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 15 115 55 95 130 715 45 85 835 455
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 15 115 55 95 130 715 45 85 835 455
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 15 115 55 95 130 715 45 85 835 455
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 15 115 55 95 130 715 45 85 835 455
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 15 115 55 95 130 715 45 85 835 455
OvlAdjVol: 360

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 1.08 0.46 1.35 0.65 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 738 1723 738 2165 1035 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.02 0.02 0.02 0.05 0.05 0.06 0.08 0.22 0.03 0.05 0.26 0.28
OvlAdjV/S: **** **
Crit Moves: **** **

2035 Plus Alternative 1: No Project MD Peak Hour

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Scenario: 2035 WO Project MD Peak

Scenario Report
 Command: 2035 WO Project MD Peak
 Volume: 2035 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
# 2	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.484	A xxxxx	0.484	+ 0.000 V/C
# 4	A xxxxx	0.502	A xxxxx	0.502	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.709	C xxxxx	0.709	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.886	D xxxxx	0.886	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.709	C xxxxx	0.709	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.616	B xxxxx	0.616	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.648	B xxxxx	0.648	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.455	A xxxxx	0.455	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.537	A xxxxx	0.537	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.229	A xxxxx	0.229	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.277	A xxxxx	0.277	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.328	A xxxxx	0.328	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.178	A xxxxx	0.178	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.338	A xxxxx	0.338	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.603	B xxxxx	0.603	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.573	A xxxxx	0.573	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.845	D xxxxx	0.845	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.743	C	xxxxx 0.743	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.573	A	xxxxx 0.573	+ 0.000 V/C

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Level of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0
	0	0	0	0	0	0
	1	0	2	0	2	0

Volume Module:

Base Vol:	10	895	0	0	280	875	0	0	0	55	255	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	895	0	0	280	875	0	0	0	55	255	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	895	0	0	280	875	0	0	0	55	255	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	895	0	0	280	875	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	895	0	0	280	875	0	0	0	55	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	895	0	0	280	875	0	0	0	55	255	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.28	0.00	0.00	0.09	0.30	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.519
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), and Rights (Include). Includes Min. Green and Lanes values.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.484
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), and Rights (Include). Includes Min. Green and Lanes values.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with columns for Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 12 columns for volume modules. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Table with 4 columns: Navy Way, Seaside Ave. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 12 columns for volume modules. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with 12 columns for saturation flow. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for capacity analysis. Rows include Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	545	460	5	425	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	460	5	425	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	460	5	425	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	460	5	425	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	460	5	425	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	460	5	425	0	0	0	0	505	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.32	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	545			5						253		
Crit Moves:	****			****						****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.886
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	120	20	345	170	15	5	10	315	30	335	240	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	20	345	170	15	5	10	315	30	335	240	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	20	345	170	15	5	10	315	30	335	240	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	20	345	170	15	5	10	315	0	335	240	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	20	345	170	15	5	10	315	0	335	240	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	20	345	170	15	5	10	315	0	335	240	330

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.50	0.50	0.06	1.94	1.00	0.74	0.53	0.73
Final Sat.:	2880	1600	1600	1600	2400	800	98	3102	1600	1185	849	1167

Capacity Analysis Module:

Vol/Sat:	0.04	0.01	0.22	0.11	0.01	0.01	0.10	0.10	0.00	0.28	0.28	0.28
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 235 95 130 135 55 65 30 1250 30 25 1190 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 235 95 130 135 55 65 30 1250 30 25 1190 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 235 95 130 135 55 65 30 1250 30 25 1190 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 235 95 130 135 55 65 30 1250 30 25 1190 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 95 130 135 55 65 30 1250 30 25 1190 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 235 95 130 135 55 65 30 1250 30 25 1190 150

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.42 0.58 0.53 0.22 0.25 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 676 924 847 345 408 1600 4688 113 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.15 0.14 0.14 0.08 0.16 0.16 0.02 0.27 0.27 0.02 0.25 0.09
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:
Base Vol: 20 205 60 205 195 80 40 1040 15 30 1050 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 205 60 205 195 80 40 1040 15 30 1050 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 205 60 205 195 80 40 1040 15 30 1050 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 205 60 205 195 80 40 1040 15 30 1050 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 205 60 205 195 80 40 1040 15 30 1050 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 205 60 205 195 80 40 1040 15 30 1050 215

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.96 0.04 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4732 68 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.06 0.04 0.13 0.06 0.05 0.03 0.22 0.22 0.02 0.22 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.648
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
 Rights: Ignore Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 100 50 10 225 55 45 60 965 160 15 1070 295
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 100 50 10 225 55 45 60 965 160 15 1070 295
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 100 50 10 225 55 45 60 965 160 15 1070 295
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 100 50 0 225 55 0 60 965 160 15 1070 295
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 100 50 0 225 55 0 60 965 160 15 1070 295
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 100 50 0 225 55 0 60 965 160 15 1070 295

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.57 0.43 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4117 683 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.06 0.02 0.00 0.14 0.02 0.00 0.04 0.23 0.23 0.01 0.33 0.18
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.455
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
 Rights: Include Ovl Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 0 1 1 0 3 0 0 1

Volume Module:
 Base Vol: 0 0 0 35 0 235 230 1190 0 0 1150 60
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 35 0 235 230 1190 0 0 1150 60
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 35 0 235 230 1190 0 0 1150 60
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 35 0 235 230 1190 0 0 1150 60
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 35 0 235 230 1190 0 0 1150 60
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 35 0 235 230 1190 0 0 1150 60

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.16 0.16 0.28 0.00 0.00 0.27 0.04
 Crit Volume: 0 35 230 383
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase				Split Phase				Permitted				Permitted						
Rights:	Include				Include				Ignore				Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	1	0	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 205 120 120 255 140 85 135 1140 175 75 1155 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 205 120 120 255 140 85 135 1140 175 75 1155 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 205 120 120 255 140 85 135 1140 175 75 1155 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 205 120 120 255 140 85 135 1140 0 75 1155 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 205 120 120 255 140 85 135 1140 0 75 1155 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 205 120 120 255 140 85 135 1140 0 75 1155 240

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.89 1.11 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2697 1578 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.08 0.08 0.08 0.18 0.05 0.06 0.09 0.40 0.00 0.05 0.41 0.17
Crit Volume: 120 255 135 578
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.537
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Permitted				Protected				Protected							
Rights:	Ovl				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 5 130 445 30 150 155 85 870 0 220 995 45
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 130 445 30 150 155 85 870 0 220 995 45
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 130 445 30 150 155 85 870 0 220 995 45
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 130 445 30 150 155 85 870 0 220 995 45
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 130 445 30 150 155 85 870 0 220 995 45
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 130 445 30 150 155 85 870 0 220 995 45

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.16 0.02 0.05 0.11 0.06 0.31 0.00 0.08 0.36 0.36
Crit Volume: 130 30 85 520
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.229
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 1 0 0 1

Volume Module:
Base Vol: 35 235 75 85 220 40 70 5 25 80 0 140
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 235 75 85 220 40 70 5 25 80 0 140
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 235 75 85 220 40 70 5 25 80 0 140
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 35 235 0 85 220 40 70 5 25 80 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 235 0 85 220 40 70 5 25 80 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 35 235 0 85 220 40 70 5 25 80 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2327 423 1375 229 1146 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.09 0.00 0.03 0.09 0.09 0.05 0.02 0.02 0.06 0.00 0.00
Crit Volume: 35 130 70 80
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.277
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 10 125 10 10 35 65 220 0 35 340 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 10 125 10 10 35 65 220 0 35 340 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 10 125 10 10 35 65 220 0 35 340 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 10 125 10 10 35 65 220 0 35 340 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 10 125 10 10 35 65 220 0 35 340 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 10 125 10 10 35 65 220 0 35 340 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.22 0.78 0.46 1.54 0.00 0.17 1.66 0.17
Final Sat.: 1500 111 1389 1500 333 1167 684 2316 0 256 2488 256

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.09 0.10 0.00 0.14 0.14 0.14
Crit Volume: 135 10 65 205
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	65	25	5	5	95	130	235	280	75	15	365	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	25	5	5	95	130	235	280	75	15	365	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	25	5	5	95	130	235	280	75	15	365	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	25	5	5	95	130	235	280	75	15	365	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	25	5	5	95	130	235	280	75	15	365	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	25	5	5	95	130	235	280	75	15	365	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.80	0.95	0.25	0.08	1.87	0.05
Final Sat.:	1500	1342	158	65	1435	1500	1195	1424	381	115	2808	77

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.08	0.07	0.09	0.20	0.20	0.20	0.13	0.13	0.13
Crit Volume:	65			130	235					195		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	50	20	165	10	5	20	10	405	30	75	460	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	165	10	5	20	10	405	30	75	460	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	20	165	10	5	20	10	405	30	75	460	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	20	165	10	5	20	10	405	30	75	460	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	165	10	5	20	10	405	30	75	460	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	20	165	10	5	20	10	405	30	75	460	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.20	0.80	0.04	1.83	0.13	0.27	1.66	0.07
Final Sat.:	1500	162	1338	1500	300	1200	67	2730	202	405	2486	108

Capacity Analysis Module:

Vol/Sat:	0.03	0.12	0.12	0.01	0.02	0.02	0.15	0.15	0.15	0.18	0.18	0.18
Crit Volume:	185			10			223	75				
Crit Moves:	****			****			****	****				

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.178
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 0 5 15 0 0 0 0 445 5 10 495 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 15 0 0 0 0 445 5 10 495 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 15 0 0 0 0 445 5 10 495 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 15 0 0 0 0 445 5 10 495 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 15 0 0 0 0 445 5 10 495 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 15 0 0 0 0 445 5 10 495 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00
Final Sat.: 0 1500 1500 0 0 0 0 2967 33 59 2941 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.17 0.17 0.00
Crit Volume: 15 0 0 0 0 0 0 252
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.338
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 1 0 1 0 1 1 0 0

Volume Module:
Base Vol: 0 0 0 20 0 175 0 425 0 0 460 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 175 0 425 0 0 460 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 175 0 425 0 0 460 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 175 0 425 0 0 460 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 175 0 425 0 0 460 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 175 0 425 0 0 460 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00
Crit Volume: 0 175 0 230
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.603
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 0 5 370 0 575 90 450 0 5 570 440
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 370 0 575 90 450 0 5 570 440
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 370 0 575 90 450 0 5 570 440
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 370 0 0 90 450 0 5 570 440
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 370 0 0 90 450 0 5 570 440
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 370 0 0 90 450 0 5 570 440

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.25 0.00 0.00 0.06 0.15 0.00 0.00 0.19 0.29
 Crit Volume: 5 370 90 440
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected									
Rights:	Include			Include			Include			Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	1	0

Volume Module:
 Base Vol: 0 0 0 190 0 230 225 985 0 0 775 310
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 190 0 230 225 985 0 0 775 310
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 190 0 230 225 985 0 0 775 310
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 190 0 230 225 985 0 0 775 310
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 190 0 230 225 985 0 0 775 310
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 190 0 230 225 985 0 0 775 310

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.14 0.86
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3054 1221

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.16 0.16 0.35 0.00 0.00 0.25 0.25
 Crit Volume: 0 230 225 362
 Crit Moves: **** **** ****

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 87 Level Of Service: D

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 175 325 100 200 305 155 145 1305 175 95 1240 215

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 175 325 100 200 305 155 145 1305 175 95 1240 215

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 175 325 100 200 305 155 145 1305 175 95 1240 215

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 175 325 100 200 305 155 145 1305 175 95 1240 215

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 175 325 100 200 305 155 145 1305 175 95 1240 215

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 175 325 100 200 305 155 145 1305 175 95 1240 215

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.11 0.10 0.06 0.13 0.10 0.10 0.09 0.41 0.11 0.06 0.39 0.13

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.743
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:
 Base Vol: 30 20 270 185 40 50 15 1610 15 85 1505 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 20 270 185 40 50 15 1610 15 85 1505 170
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 20 270 185 40 50 15 1610 15 85 1505 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 20 270 185 40 50 15 1610 15 85 1505 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 20 270 185 40 50 15 1610 15 85 1505 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 20 270 185 40 50 15 1610 15 85 1505 170

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.60 0.40 1.00 0.82 0.18 1.00 1.00 2.97 0.03 1.00 2.70 0.30
 Final Sat.: 960 640 1600 1316 284 1600 1600 4756 44 1600 4313 487

Capacity Analysis Module:
 Vol/Sat: 0.02 0.03 0.17 0.12 0.14 0.03 0.01 0.34 0.34 0.05 0.35 0.35
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0	1	0	2	0	1	0

Volume Module:
 Base Vol: 5 20 5 110 75 50 75 525 35 85 550 635
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 20 5 110 75 50 75 525 35 85 550 635
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 20 5 110 75 50 75 525 35 85 550 635
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 20 5 110 75 50 75 525 35 85 550 635
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 20 5 110 75 50 75 525 35 85 550 635
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 20 5 110 75 50 75 525 35 85 550 635
 OvlAdjVol: 542

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.33 1.34 0.33 1.19 0.81 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 533 2133 533 1903 1297 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.06 0.06 0.03 0.05 0.16 0.02 0.05 0.17 0.40
 OvlAdjV/S: 0.34
 Crit Moves: **** **** **** ****

2035 Plus Alternative 1: No Project PM Peak Hour

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Scenario: 2035 WO Project PM Peak

Scenario Report

Command: 2035 WO Project PM Peak
 Volume: 2035 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	LOS Veh	C 0.392	LOS Veh	C 0.392	+ 0.000 V/C
# 2	A xxxxx	0.396	A xxxxx	0.396	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 4	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.622	B xxxxx	0.622	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.754	C xxxxx	0.754	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.733	C xxxxx	0.733	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.556	A xxxxx	0.556	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.861	D xxxxx	0.861	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.282	A xxxxx	0.282	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.667	B xxxxx	0.667	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.360	A xxxxx	0.360	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.444	A xxxxx	0.444	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.877	D xxxxx	0.877	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.735	C xxxxx	0.735	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.973	E xxxxx	0.973	+ 0.000 V/C

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Intersection	Base		Future		Change
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	E	xxxxx 0.916	E	xxxxx 0.916	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.622	B	xxxxx 0.622	+ 0.000 V/C

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Level of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Movement:									
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	640	0	0	215	580	0	0	0	15	135	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	640	0	0	215	580	0	0	0	15	135	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	640	0	0	215	580	0	0	0	15	135	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	640	0	0	215	580	0	0	0	15	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	640	0	0	215	580	0	0	0	15	135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	640	0	0	215	580	0	0	0	15	135	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.00	0.00	0.07	0.20	0.00	0.00	0.00	0.01	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.396
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, West Bound. Rows include Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns representing different traffic movements and 10 rows of volume-related metrics.

Saturation Flow Module table with 12 columns and 4 rows showing Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows showing Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.394
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

Table with 4 columns: Navy Way, Seaside Ave. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:

Base Vol:	0	545	290	5	310	0	0	0	0	245	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	545	290	5	310	0	0	0	0	245	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	545	290	5	310	0	0	0	0	245	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	545	290	5	310	0	0	0	0	245	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	545	290	5	310	0	0	0	0	245	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	545	290	5	310	0	0	0	0	245	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.38	0.20	0.00	0.11	0.00	0.00	0.00	0.00	0.09	0.00	0.00
Crit Volume:	545			5					0	123		
Crit Moves:	****			****						****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:

Base Vol:	140	15	115	100	5	20	65	220	260	250	325	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	15	115	100	5	20	65	220	260	250	325	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	15	115	100	5	20	65	220	260	250	325	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	140	15	115	100	5	20	65	220	0	250	325	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	115	100	5	20	65	220	0	250	325	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	140	15	115	100	5	20	65	220	0	250	325	125

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.46	1.54	1.00	0.71	0.93	0.36
Final Sat.:	2880	1600	1600	1600	1600	1600	730	2470	1600	1143	1486	571

Capacity Analysis Module:

Vol/Sat:	0.05	0.01	0.07	0.06	0.00	0.01	0.09	0.09	0.00	0.22	0.22	0.22
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:
 Base Vol: 40 60 105 155 15 60 15 1380 35 0 1455 150
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 60 105 155 15 60 15 1380 35 0 1455 150
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 60 105 155 15 60 15 1380 35 0 1455 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 60 105 155 15 60 15 1380 35 0 1455 150
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 60 105 155 15 60 15 1380 35 0 1455 150
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 60 105 155 15 60 15 1380 35 0 1455 150

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00
 Final Sat.: 1600 582 1018 1078 104 417 1600 4681 119 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.29 0.29 0.00 0.30 0.09
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 73 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	2

Volume Module:
 Base Vol: 10 130 35 385 180 80 50 1355 5 15 1115 280
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 10 130 35 385 180 80 50 1355 5 15 1115 280
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 10 130 35 385 180 80 50 1355 5 15 1115 280
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 10 130 35 385 180 80 50 1355 5 15 1115 280
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 10 130 35 385 180 80 50 1355 5 15 1115 280
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 10 130 35 385 180 80 50 1355 5 15 1115 280

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4782 18 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.04 0.02 0.24 0.06 0.05 0.03 0.28 0.28 0.01 0.23 0.17
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 325 160 15 240 165 60 50 1195 440 10 1045 330
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 325 160 15 240 165 60 50 1195 440 10 1045 330
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 325 160 15 240 165 60 50 1195 440 10 1045 330
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 325 160 0 240 165 0 50 1195 440 10 1045 330
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 325 160 0 240 165 0 50 1195 440 10 1045 330
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 325 160 0 240 165 0 50 1195 440 10 1045 330

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3508 1292 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.20 0.05 0.00 0.15 0.05 0.00 0.03 0.34 0.34 0.01 0.33 0.21
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.556
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 70 0 335 205 1585 0 0 1370 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 70 0 335 205 1585 0 0 1370 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 70 0 335 205 1585 0 0 1370 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 70 0 335 205 1585 0 0 1370 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 70 0 335 205 1585 0 0 1370 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 70 0 335 205 1585 0 0 1370 95

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.24 0.14 0.37 0.00 0.00 0.32 0.07
Crit Volume: 0 335 0 457
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.861
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 134 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	2	1	1	0	2	0	1	1

Volume Module:

Base Vol:	275	120	105	235	195	40	100	1570	285	70	1440	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	120	105	235	195	40	100	1570	285	70	1440	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	120	105	235	195	40	100	1570	285	70	1440	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	275	120	105	235	195	40	100	1570	0	70	1440	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	120	105	235	195	40	100	1570	0	70	1440	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	275	120	105	235	195	40	100	1570	0	70	1440	225

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	2.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	1425	1425	1425	3547	728	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.10	0.08	0.07	0.16	0.05	0.05	0.07	0.55	0.00	0.05	0.51	0.16
Crit Volume:	138			235			785			70		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 90 Level Of Service: C

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:

Base Vol:	15	240	790	20	345	220	200	1135	10	415	1320	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	240	790	20	345	220	200	1135	10	415	1320	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	240	790	20	345	220	200	1135	10	415	1320	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	240	790	20	345	220	200	1135	10	415	1320	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	240	790	20	345	220	200	1135	10	415	1320	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	240	790	20	345	220	200	1135	10	415	1320	20

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.97	0.03
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2807	43

Capacity Analysis Module:

Vol/Sat:	0.01	0.17	0.28	0.01	0.12	0.15	0.14	0.40	0.01	0.15	0.47	0.47
Crit Volume:	240			20			200			670		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.282
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Ignore		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1

Volume Module:
Base Vol: 20 405 55 110 330 45 65 0 15 65 0 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 405 55 110 330 45 65 0 15 65 0 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 405 55 110 330 45 65 0 15 65 0 145
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 20 405 0 110 330 45 65 0 15 65 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 405 0 110 330 45 65 0 15 65 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 20 405 0 110 330 45 65 0 15 65 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.76 0.24 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2420 330 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.01 0.15 0.00 0.04 0.14 0.14 0.05 0.00 0.01 0.05 0.00 0.00
Crit Volume: 203 55 65 65
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1

Volume Module:
Base Vol: 10 0 210 85 0 205 135 435 0 60 290 105
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 0 210 85 0 205 135 435 0 60 290 105
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 0 210 85 0 205 135 435 0 60 290 105
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 0 210 85 0 205 135 435 0 60 290 105
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 0 210 85 0 205 135 435 0 60 290 105
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 0 210 85 0 205 135 435 0 60 290 105

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.00 1.00 1.00 0.00 1.00 0.47 1.53 0.00 0.26 1.28 0.46
Final Sat.: 1500 0 1500 1500 0 1500 711 2289 0 396 1912 692

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.14 0.06 0.00 0.14 0.19 0.19 0.00 0.15 0.15 0.15
Crit Volume: 210 85 135 228
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.667
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	100	75	5	15	110	165	465	515	45	40	480	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	75	5	15	110	165	465	515	45	40	480	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	75	5	15	110	165	465	515	45	40	480	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	75	5	15	110	165	465	515	45	40	480	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	75	5	15	110	165	465	515	45	40	480	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	75	5	15	110	165	465	515	45	40	480	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.10	0.90	1.00	0.91	1.00	0.09	0.15	1.78	0.07
Final Sat.:	1500	1417	83	155	1345	1500	1361	1507	132	222	2667	111

Capacity Analysis Module:

Vol/Sat:	0.07	0.05	0.06	0.10	0.08	0.11	0.34	0.34	0.34	0.18	0.18	0.18
Crit Volume:	100			165	465					270		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	85	25	150	15	5	25	10	885	15	45	690	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	25	150	15	5	25	10	885	15	45	690	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	25	150	15	5	25	10	885	15	45	690	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	25	150	15	5	25	10	885	15	45	690	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	25	150	15	5	25	10	885	15	45	690	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	25	150	15	5	25	10	885	15	45	690	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.17	0.83	0.02	1.95	0.03	0.12	1.79	0.09
Final Sat.:	1500	214	1286	1500	250	1250	33	2918	49	175	2688	136

Capacity Analysis Module:

Vol/Sat:	0.06	0.12	0.12	0.01	0.02	0.02	0.30	0.30	0.30	0.26	0.26	0.26
Crit Volume:	175			15			455			45		
Crit Moves:	****			****	****		****	****		****	****	

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.360
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 23 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	0	1	0	0	0	0	0	0	0	0	1	0
Lanes:	0	1	0	1	0	0	0	1	1	0	1	0

Volume Module:
 Base Vol: 70 0 35 0 0 0 0 885 25 15 810 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 70 0 35 0 0 0 0 885 25 15 810 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 70 0 35 0 0 0 0 885 25 15 810 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 70 0 35 0 0 0 0 885 25 15 810 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 70 0 35 0 0 0 0 885 25 15 810 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 70 0 35 0 0 0 0 885 25 15 810 0

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.33 0.67 0.00 0.00 0.00 0.00 1.95 0.05 0.04 1.96 0.00
 Final Sat.: 1500 500 1000 0 0 0 0 2918 82 55 2945 0

Capacity Analysis Module:
 Vol/Sat: 0.05 0.00 0.04 0.00 0.00 0.00 0.00 0.30 0.30 0.28 0.27 0.00
 Crit Volume: 70 0 455 15
 Crit Moves: **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.444
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Rights:	0	0	0	0	0	0	0	0	0	0	0	0
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	1	0	1	0	1	1

Volume Module:
 Base Vol: 0 0 0 95 0 140 0 785 0 0 625 5
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 95 0 140 0 785 0 0 625 5
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 95 0 140 0 785 0 0 625 5
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 95 0 140 0 785 0 0 625 5
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 95 0 140 0 785 0 0 625 5
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 95 0 140 0 785 0 0 625 5

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.81 0.19 1.00 1.00 2.00 0.00 1.00 1.98 0.02
 Final Sat.: 0 1200 0 970 230 1200 1200 2400 0 1200 2381 19

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.12 0.00 0.33 0.00 0.00 0.26 0.26
 Crit Volume: 0 140 393 0
 Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 117 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	1	0	1	1	0	1

Volume Module:
 Base Vol: 0 0 5 575 0 690 105 620 0 5 1260 580
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 575 0 690 105 620 0 5 1260 580
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 575 0 690 105 620 0 5 1260 580
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 575 0 0 105 620 0 5 1260 580
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 575 0 0 105 620 0 5 1260 580
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 575 0 0 105 620 0 5 1260 580

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.07 0.21 0.00 0.00 0.42 0.39
 Crit Volume: 5 575 105 630
 Crit Moves: **** **

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.735
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: C

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected				
Rights:	Include			Include			Include			Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 0 0 210 0 210 210 1675 0 0 1215 285
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 210 0 210 210 1675 0 0 1215 285
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 210 0 210 210 1675 0 0 1215 285
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 210 0 210 210 1675 0 0 1215 285
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 210 0 210 210 1675 0 0 1215 285
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 210 0 210 210 1675 0 0 1215 285

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.43 0.57
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3463 812

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.15 0.15 0.59 0.00 0.00 0.35 0.35
 Crit Volume: 0 210 838 0
 Crit Moves: **** **

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 153 Level Of Service: E

Street Name:	Santa Fe Ave			Pacific Coast Hwy		
Approach:	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit	Protected		Protected
Rights:	Include		Include	Include		Include
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1

Volume Module:	Santa Fe Ave			Pacific Coast Hwy								
Base Vol:	180	420	90	190	330	115	140	1635	135	115	1070	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	420	90	190	330	115	140	1635	135	115	1070	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	420	90	190	330	115	140	1635	135	115	1070	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	420	90	190	330	115	140	1635	135	115	1070	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	420	90	190	330	115	140	1635	135	115	1070	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	420	90	190	330	115	140	1635	135	115	1070	165

Saturation Flow Module:	Santa Fe Ave			Pacific Coast Hwy								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:	Santa Fe Ave			Pacific Coast Hwy								
Vol/Sat:	0.11	0.13	0.06	0.12	0.10	0.07	0.09	0.51	0.08	0.07	0.33	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.916
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	0	1

Volume Module:
Base Vol: 30 60 310 280 65 15 15 2010 10 95 1375 255
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 60 310 280 65 15 15 2010 10 95 1375 255
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 60 310 280 65 15 15 2010 10 95 1375 255
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 60 310 280 65 15 15 2010 10 95 1375 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 60 310 280 65 15 15 2010 10 95 1375 255
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 60 310 280 65 15 15 2010 10 95 1375 255

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.81 0.19 1.00 1.00 2.99 0.01 1.00 2.53 0.47
Final Sat.: 533 1067 1600 1299 301 1600 1600 4776 24 1600 4049 751

Capacity Analysis Module:
Vol/Sat: 0.02 0.06 0.19 0.17 0.22 0.01 0.01 0.42 0.42 0.06 0.34 0.34
Crit Moves: ****

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Year 2035 PM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase				Protected			
Rights:	Include				Include			
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	1	1	0	1

Volume Module:
Base Vol: 5 20 20 120 25 150 150 1195 0 10 825 630
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 20 120 25 150 150 1195 0 10 825 630
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 20 120 25 150 150 1195 0 10 825 630
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 20 120 25 150 150 1195 0 10 825 630
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 120 25 150 150 1195 0 10 825 630
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 20 120 25 150 150 1195 0 10 825 630
OvlAdjVol: 480

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.89 0.89 1.66 0.34 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 2648 552 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.05 0.05 0.09 0.09 0.37 0.00 0.01 0.26 0.39
OvlAdjV/S: 0.30
Crit Moves: ****

2035 Plus Alternative 2: Reduced Project AM Peak Hour

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 SCIG
 Year 2035 AM Peak - Reduced Project

Scenario: 2035 Reduced AM Peak
 Scenario Report
 Command: 2035 Reduced AM Peak
 Volume: 2035 Reduced AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2035 AM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.523	A xxxxx	0.523	+ 0.000 V/C
# 2	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.545	A xxxxx	0.545	+ 0.000 V/C
# 4	A xxxxx	0.429	A xxxxx	0.429	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.812	D xxxxx	0.812	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.808	D xxxxx	0.808	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.710	C xxxxx	0.710	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.627	B xxxxx	0.627	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.815	D xxxxx	0.815	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.726	C xxxxx	0.726	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.574	A xxxxx	0.574	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.351	A xxxxx	0.351	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.350	A xxxxx	0.350	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.343	A xxxxx	0.343	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.937	E xxxxx	0.937	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.743	C	xxxxx 0.743	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.539	A	xxxxx 0.539	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	600	0	0	395	840	0	0	0	125	235	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	600	0	0	395	840	0	0	0	125	235	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	600	0	0	395	840	0	0	0	125	235	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	600	0	0	395	840	0	0	0	125	235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	600	0	0	395	840	0	0	0	125	235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	600	0	0	395	840	0	0	0	125	235	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.12	0.29	0.00	0.00	0.00	0.08	0.07	0.00
Crit Moves:	****					****				****		

Port of Los Angeles
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Year 2035 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 520 0 0 605 80 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 520 0 0 605 80 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 520 0 0 605 80 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 520 0 0 605 80 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 520 0 0 605 80 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 520 0 0 605 80 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.00 0.21 0.03 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.545
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 460 0 0 0 120 5 0 0 0 0 0 965 220
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.14 0.00 0.00 0.04 0.00 0.00 0.00 0.00 0.00 0.00 0.30 0.08
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.429
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 120 0 0      460 565 0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0 120 0 0      460 565 0 0 0 0
Added Vol:     0 0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   0 0 0 0 120 0 0      460 565 0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0 120 0 0      460 565 0 0 0 0
Reduct Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:   0 0 0 0 120 0 0      460 565 0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0 120 0 0      460 565 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.04 0.00 0.00 0.29 0.18 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.812
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    99          Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      465 0 725 0 0 0      0 2775 235 0 2635 100
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    465 0 725 0 0 0      0 2775 235 0 2635 100
Added Vol:     0 0 0 0 0 0 0      0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0      0 0 0 0 0 0
Initial Fut:   465 0 725 0 0 0      0 2775 235 0 2635 100
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    465 0 0 0 0 0 0      0 2775 235 0 2635 0
Reduct Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0
Reduced Vol:   465 0 0 0 0 0 0      0 2775 235 0 2635 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   465 0 0 0 0 0 0      0 2775 235 0 2635 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.16 0.00 0.00 0.00 0.00 0.00 0.00 0.65 0.16 0.00 0.62 0.00
Crit Volume:   233          0          925          0
Crit Moves:    ****          ****          ****          ****
*****
    
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 435 280 0 430 0 0 0 0 0 540 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 280 0 430 0 0 0 0 0 540 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 280 0 430 0 0 0 0 0 540 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 280 0 430 0 0 0 0 0 540 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 280 0 430 0 0 0 0 0 540 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 280 0 430 0 0 0 0 0 540 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.808
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 70 5 325 160 5 5 10 340 5 265 230 195
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 70 5 325 160 5 5 10 340 5 265 230 195
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 70 5 325 160 5 5 10 340 5 265 230 195
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 70 5 325 160 5 5 10 340 0 265 230 195
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 70 5 325 160 5 5 10 340 0 265 230 195
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 70 5 325 160 5 5 10 340 0 265 230 195

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.77 0.67 0.56
Final Sat.: 2880 1600 1600 1600 1600 1600 91 3109 1600 1229 1067 904

Capacity Analysis Module:
Vol/Sat: 0.02 0.00 0.20 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 130 85 145 135 65 55 15 930 35 30 1630 180
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 85 145 135 65 55 15 930 35 30 1630 180
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 85 145 135 65 55 15 930 35 30 1630 180
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 85 145 135 65 55 15 930 35 30 1630 180
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 85 145 135 65 55 15 930 35 30 1630 180
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 85 145 135 65 55 15 930 35 30 1630 180

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.37 0.63 0.53 0.25 0.22 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 591 1009 847 408 345 1600 4626 174 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.08 0.14 0.14 0.08 0.16 0.16 0.01 0.20 0.20 0.02 0.34 0.11
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 200 30 175 260 60 20 1190 0 5 1260 365
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 200 30 175 260 60 20 1190 0 5 1260 365
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 200 30 175 260 60 20 1190 0 5 1260 365
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 200 30 175 260 60 20 1190 0 5 1260 365
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 200 30 175 260 60 20 1190 0 5 1260 365
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 200 30 175 260 60 20 1190 0 5 1260 365

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.06 0.02 0.11 0.08 0.04 0.01 0.25 0.00 0.00 0.26 0.23
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.815
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 75 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 250 140 15 390 125 95 100 825 260 10 1105 335
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 250 140 15 390 125 95 100 825 260 10 1105 335
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 250 140 15 390 125 95 100 825 260 10 1105 335
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 250 140 0 390 125 0 100 825 260 10 1105 335
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 250 140 0 390 125 0 100 825 260 10 1105 335
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 250 140 0 390 125 0 100 825 260 10 1105 335

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.28 0.72 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3650 1150 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.16 0.04 0.00 0.24 0.04 0.00 0.06 0.23 0.23 0.01 0.35 0.21
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 49 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 30 0 180 255 1135 0 0 1435 65
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 30 0 180 255 1135 0 0 1435 65
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 30 0 180 255 1135 0 0 1435 65
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 30 0 180 255 1135 0 0 1435 65
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 30 0 180 255 1135 0 0 1435 65
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 30 0 180 255 1135 0 0 1435 65

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.13 0.18 0.27 0.00 0.00 0.34 0.05
 Crit Volume: 0 30 255 478
 Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: C

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1

Volume Module:
 Base Vol: 210 90 125 140 150 45 70 1205 370 50 1400 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 210 90 125 140 150 45 70 1205 370 50 1400 135
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 210 90 125 140 150 45 70 1205 370 50 1400 135
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 210 90 125 140 150 45 70 1205 0 50 1400 135
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 210 90 125 140 150 45 70 1205 0 50 1400 135
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 210 90 125 140 150 45 70 1205 0 50 1400 135

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 2.31 0.69 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2850 1425 1425 1425 3288 987 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.07 0.06 0.09 0.10 0.05 0.05 0.05 0.42 0.00 0.04 0.49 0.09
 Crit Volume: 125 140 70 700
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:
 Base Vol: 20 120 615 40 110 135 85 885 10 430 960 40
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 20 120 615 40 110 135 85 885 10 430 960 40
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 20 120 615 40 110 135 85 885 10 430 960 40
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 20 120 615 40 110 135 85 885 10 430 960 40
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 20 120 615 40 110 135 85 885 10 430 960 40
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 20 120 615 40 110 135 85 885 10 430 960 40

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2736 114

Capacity Analysis Module:
 Vol/Sat: 0.01 0.08 0.22 0.03 0.04 0.09 0.06 0.31 0.01 0.15 0.35 0.35
 Crit Volume: 120 40 443 215
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.351
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:
Base Vol: 35 360 95 50 420 25 35 5 40 180 0 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 360 95 50 420 25 35 5 40 180 0 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 360 95 50 420 25 35 5 40 180 0 95
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 35 360 0 50 420 25 35 5 40 180 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 360 0 50 420 25 35 5 40 180 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 35 360 0 50 420 25 35 5 40 180 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.89 0.11 1.00 0.11 0.89 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2596 154 1375 153 1222 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.03 0.13 0.00 0.02 0.16 0.16 0.03 0.03 0.03 0.13 0.00 0.00
Crit Volume: 35 223 45 180
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0

Volume Module:
Base Vol: 0 5 70 95 5 110 80 225 5 140 345 65
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 70 95 5 110 80 225 5 140 345 65
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 70 95 5 110 80 225 5 140 345 65
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 70 95 5 110 80 225 5 140 345 65
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 70 95 5 110 80 225 5 140 345 65
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 70 95 5 110 80 225 5 140 345 65

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.04 0.96 0.52 1.45 0.03 0.51 1.25 0.24
Final Sat.: 1500 100 1400 1500 65 1435 774 2177 48 764 1882 355

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.08 0.08 0.10 0.10 0.10 0.18 0.18 0.18
Crit Volume: 75 95 80 275
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:
Base Vol: 45 20 10 30 145 190 355 280 130 20 470 20
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 20 10 30 145 190 355 280 130 20 470 20
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 20 10 30 145 190 355 280 130 20 470 20
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 20 10 30 145 190 355 280 130 20 470 20
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 20 10 30 145 190 355 280 130 20 470 20
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 20 10 30 145 190 355 280 130 20 470 20

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.16 0.84 1.00 0.93 0.73 0.34 0.08 1.84 0.08
Final Sat.: 1500 1100 400 247 1253 1500 1392 1098 510 118 2765 118

Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.12 0.12 0.13 0.26 0.25 0.26 0.17 0.17 0.17
Crit Volume: 45 190 355 255
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.343
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:
Base Vol: 45 10 110 25 10 10 10 575 5 75 580 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 45 10 110 25 10 10 10 575 5 75 580 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 45 10 110 25 10 10 10 575 5 75 580 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 45 10 110 25 10 10 10 575 5 75 580 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 45 10 110 25 10 10 10 575 5 75 580 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 45 10 110 25 10 10 10 575 5 75 580 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.08 0.92 1.00 0.50 0.50 0.03 1.95 0.02 0.22 1.74 0.04
Final Sat.: 1500 125 1375 1500 750 750 51 2924 25 336 2597 67

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.08 0.02 0.01 0.01 0.20 0.20 0.20 0.22 0.22 0.22
Crit Volume: 120 25 295 75
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 19 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 0 0 0 1 1 0 0

Volume Module:
Base Vol: 5 5 20 0 0 0 0 600 10 15 580 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 20 0 0 0 0 600 10 15 580 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 20 0 0 0 0 600 10 15 580 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 20 0 0 0 0 600 10 15 580 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 20 0 0 0 0 600 10 15 580 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 20 0 0 0 0 600 10 15 580 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.00 0.00 0.00 0.00 1.97 0.03 0.05 1.95 0.00
Final Sat.: 500 1000 1500 0 0 0 0 2951 49 76 2924 0

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.00 0.00 0.00 0.00 0.20 0.20 0.20 0.20 0.00
Crit Volume: 20 0 305 15
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 1 0

Volume Module:
Base Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 85 0 285 0 560 0 0 0 540 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 85 0 285 0 560 0 0 0 540 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 85 0 285 0 560 0 0 0 540 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 85 0 285 0 560 0 0 0 540 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 85 0 285 0 560 0 0 0 540 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.46 0.54 1.00 1.00 2.00 0.00 1.00 2.00 0.00
Final Sat.: 0 1200 0 551 649 1200 1200 2400 0 1200 2400 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.24 0.00 0.23 0.00 0.00 0.23 0.00
Crit Volume: 0 285 280 0
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Ignore		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	345	0	570	150	715	0	0	595	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	345	0	570	150	715	0	0	595	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	345	0	570	150	715	0	0	595	575
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	0	150	715	0	0	595	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	0	150	715	0	0	595	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	345	0	0	150	715	0	0	595	575

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.10	0.24	0.00	0.00	0.20	0.38
Crit Volume:	0	345	0	150	0	0	150	0	0	0	575	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected Include		Protected Include		Protected Include		Protected Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	210	0	245	220	1270	0	0	1075	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	210	0	245	220	1270	0	0	1075	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	210	0	245	220	1270	0	0	1075	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	210	0	245	220	1270	0	0	1075	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	210	0	245	220	1270	0	0	1075	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	210	0	245	220	1270	0	0	1075	180

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.57	0.43
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3662	613

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.17	0.15	0.45	0.00	0.00	0.29	0.29
Crit Volume:	0	0	0	245	0	635	0	0	0	0	0	0
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows show volume and adjustment factors for different movements.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow and adjustment factors.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves. Rows show capacity analysis results.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 15 35 145 270 105 25 10 1430 25 95 1750 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 145 270 105 25 10 1430 25 95 1750 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 145 270 105 25 10 1430 25 95 1750 220
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 145 270 105 25 10 1430 25 95 1750 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 145 270 105 25 10 1430 25 95 1750 220
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 145 270 105 25 10 1430 25 95 1750 220

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.30 0.70 1.00 0.72 0.28 1.00 1.00 2.95 0.05 1.00 2.66 0.34
Final Sat.: 480 1120 1600 1152 448 1600 1600 4718 82 1600 4264 536

Capacity Analysis Module:

Vol/Sat: 0.01 0.03 0.09 0.17 0.23 0.02 0.01 0.30 0.30 0.06 0.41 0.41
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 15 35 15 40 55 95 130 685 45 85 825 405
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 35 15 40 55 95 130 685 45 85 825 405
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 35 15 40 55 95 130 685 45 85 825 405
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 35 15 40 55 95 130 685 45 85 825 405
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 35 15 40 55 95 130 685 45 85 825 405
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 35 15 40 55 95 130 685 45 85 825 405
OvlAdjVol: 310

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.46 1.08 0.46 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 738 1723 738 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.03 0.03 0.06 0.08 0.21 0.03 0.05 0.26 0.25
OvlAdjV/S: 0.19
Crit Moves: **** **** **** ****

2035 Plus Alternative 2: Reduced Project MD Peak Hour

 Scenario Report
 Scenario: 2035 Reduced MD Peak
 Command: 2035 Reduced MD Peak
 Volume: 2035 Reduced MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.561	A xxxxx	0.561	+ 0.000 V/C
# 2	A xxxxx	0.549	A xxxxx	0.549	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.508	A xxxxx	0.508	+ 0.000 V/C
# 4	A xxxxx	0.524	A xxxxx	0.524	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.709	C xxxxx	0.709	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.563	A xxxxx	0.563	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.858	D xxxxx	0.858	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.734	C xxxxx	0.734	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	C xxxxx	0.782	C xxxxx	0.782	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.275	A xxxxx	0.275	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.417	A xxxxx	0.417	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.332	A xxxxx	0.332	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.167	A xxxxx	0.167	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.570	A xxxxx	0.570	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.568	A xxxxx	0.568	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.842	D xxxxx	0.842	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C xxxxx	0.734	C xxxxx	0.734	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.517	A xxxxx	0.517	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2

Volume Module:

Base Vol:	10	965	0	0	300	935	0	0	0	55	255	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	965	0	0	300	935	0	0	0	55	255	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	965	0	0	300	935	0	0	0	55	255	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	965	0	0	300	935	0	0	0	55	255	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	965	0	0	300	935	0	0	0	55	255	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	965	0	0	300	935	0	0	0	55	255	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.30	0.00	0.00	0.09	0.32	0.00	0.00	0.00	0.03	0.08	0.00
Crit Moves:	****					****					****	

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	1	0	0	0	2	0	1

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	355	0	0	975	355	5	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	355	0	0	975	355	5	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	355	0	0	975	355	5	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	355	0	0	975	355	5	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	355	0	0	975	355	5	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	355	0	0	975	355	5	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	1.97	0.03	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3156	44	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.34	0.11	0.11	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 34 Level Of Service: A

Street Name:	Pier S Ave			Ocean Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	1	0	0	0	2

Volume Module:	Pier S Ave			Ocean Blvd								
Base Vol:	0	360	0	0	250	5	0	0	0	0	945	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	360	0	0	250	5	0	0	0	0	945	420
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	360	0	0	250	5	0	0	0	0	945	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	360	0	0	250	5	0	0	0	0	945	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	360	0	0	250	5	0	0	0	0	945	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	360	0	0	250	5	0	0	0	0	945	420

Saturation Flow Module:	Pier S Ave			Ocean Blvd								
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:	Pier S Ave			Ocean Blvd								
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.30	0.15
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	250	0	0	360	1080	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	0	360	1080	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	250	0	0	360	1080	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	0	360	1080	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	0	360	1080	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	250	0	0	360	1080	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.23	0.34	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.709
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	0	1

Volume Module:

Base Vol:	530	0	920	0	0	0	0	2235	60	0	1930	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	920	0	0	0	0	2235	60	0	1930	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	530	0	920	0	0	0	0	2235	60	0	1930	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	530	0	0	0	0	0	0	2235	60	0	1930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	0	0	0	0	0	0	2235	60	0	1930	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	530	0	0	0	0	0	0	2235	60	0	1930	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.52	0.04	0.00	0.45	0.00
Crit Volume:	265	0			0			745	0			
Crit Moves:	****			****			****			****		

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: A

 Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 545 455 5 420 0 0 0 0 505 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 545 455 5 420 0 0 0 0 505 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 545 455 5 420 0 0 0 0 505 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 545 455 5 420 0 0 0 0 505 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 545 455 5 420 0 0 0 0 505 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 545 455 5 420 0 0 0 0 505 0 0

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.38 0.32 0.00 0.15 0.00 0.00 0.00 0.00 0.18 0.00 0.00
 Crit Volume: 545 5 253
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: D

 Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0

 Volume Module:
 Base Vol: 95 5 315 170 5 5 10 315 5 305 240 330
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 95 5 315 170 5 5 10 315 5 305 240 330
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 95 5 315 170 5 5 10 315 5 305 240 330
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 95 5 315 170 5 5 10 315 0 305 240 330
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 95 5 315 170 5 5 10 315 0 305 240 330
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 95 5 315 170 5 5 10 315 0 305 240 330

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.70 0.55 0.75
 Final Sat.: 2880 1600 1600 1600 1600 1600 98 3102 1600 1115 878 1207

 Capacity Analysis Module:
 Vol/Sat: 0.03 0.00 0.20 0.11 0.00 0.00 0.10 0.10 0.00 0.27 0.27 0.27
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 59 Level Of Service: C

 Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 0 0 1 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 235 95 130 135 55 65 30 1370 30 25 1305 150
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 235 95 130 135 55 65 30 1370 30 25 1305 150
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 235 95 130 135 55 65 30 1370 30 25 1305 150
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 235 95 130 135 55 65 30 1370 30 25 1305 150
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 235 95 130 135 55 65 30 1370 30 25 1305 150
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 235 95 130 135 55 65 30 1370 30 25 1305 150

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.42 0.58 0.53 0.22 0.25 1.00 2.94 0.06 1.00 3.00 1.00
 Final Sat.: 1600 676 924 847 345 408 1600 4697 103 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.15 0.14 0.14 0.08 0.16 0.02 0.29 0.29 0.02 0.27 0.09
 Crit Moves: ****

 Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.642
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 58 Level Of Service: B

 Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

 Volume Module:
 Base Vol: 5 205 55 205 195 80 40 1165 0 25 1175 205
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 205 55 205 195 80 40 1165 0 25 1175 205
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 205 55 205 195 80 40 1165 0 25 1175 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 205 55 205 195 80 40 1165 0 25 1175 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 205 55 205 195 80 40 1165 0 25 1175 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 205 55 205 195 80 40 1165 0 25 1175 205

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.06 0.03 0.13 0.06 0.05 0.03 0.24 0.00 0.02 0.24 0.13
 Crit Moves: ****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: C

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	100	30	10	335	35	120	135	960	155	15	1065	405
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	30	10	335	35	120	135	960	155	15	1065	405
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	30	10	335	35	120	135	960	155	15	1065	405
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	30	0	335	35	0	135	960	155	15	1065	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	30	0	335	35	0	135	960	155	15	1065	405
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	30	0	335	35	0	135	960	155	15	1065	405

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.58	0.42	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4133	667	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.06	0.01	0.00	0.21	0.01	0.00	0.08	0.23	0.23	0.01	0.33	0.25
Crit Moves:	****	****		****	****		****	****	****	****	****	

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.473
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1

Volume Module:

Base Vol:	0	0	0	35	0	235	230	1255	0	0	1225	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	0	235	230	1255	0	0	1225	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	235	230	1255	0	0	1225	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	0	235	230	1255	0	0	1225	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	235	230	1255	0	0	1225	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	235	230	1255	0	0	1225	60

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.16	0.16	0.29	0.00	0.00	0.29	0.04
Crit Volume:	0			35			230			408		
Crit Moves:	****	****		****	****		****	****		****	****	

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 86 Level Of Service: C

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 205 115 115 255 135 85 135 1210 175 70 1220 240
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 205 115 115 255 135 85 135 1210 175 70 1220 240
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 205 115 115 255 135 85 135 1210 175 70 1220 240
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 205 115 115 255 135 85 135 1210 0 70 1220 240
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 205 115 115 255 135 85 135 1210 0 70 1220 240
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 205 115 115 255 135 85 135 1210 0 70 1220 240

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.92 1.08 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2739 1536 1425 1425 2850 1425 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.07 0.08 0.18 0.05 0.06 0.09 0.42 0.00 0.05 0.43 0.17
 Crit Volume: 115 255 135 610
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 5 85 510 30 90 155 80 875 0 285 995 45
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 85 510 30 90 155 80 875 0 285 995 45
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 85 510 30 90 155 80 875 0 285 995 45
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 85 510 30 90 155 80 875 0 285 995 45
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 85 510 30 90 155 80 875 0 285 995 45
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 85 510 30 90 155 80 875 0 285 995 45

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.06 0.18 0.02 0.03 0.11 0.06 0.31 0.00 0.10 0.36 0.36
 Crit Volume: 5 155 80 520
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.227
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 30 Level Of Service: A

 Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Protected Protected Split Phase Split Phase
 Rights: Ignore Include Include Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1 0 0 1
 Volume Module:
 Base Vol: 35 230 75 80 215 40 70 5 25 80 0 135
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 230 75 80 215 40 70 5 25 80 0 135
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 230 75 80 215 40 70 5 25 80 0 135
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 35 230 0 80 215 40 70 5 25 80 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 230 0 80 215 40 70 5 25 80 0 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 35 230 0 80 215 40 70 5 25 80 0 0
 Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 2.00 1.69 0.31 1.00 0.17 0.83 1.00 0.00 1.00
 Final Sat.: 1375 2750 1375 2750 2319 431 1375 229 1146 1375 0 1375
 Capacity Analysis Module:
 Vol/Sat: 0.03 0.08 0.00 0.03 0.09 0.05 0.02 0.02 0.06 0.00 0.00
 Crit Volume: 35 128 70 80
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Harry Bridges Blvd / Broad Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.275
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

 Street Name: Broad Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 1 0
 Volume Module:
 Base Vol: 0 10 125 10 10 35 65 225 0 35 335 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 10 125 10 10 35 65 225 0 35 335 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 10 125 10 10 35 65 225 0 35 335 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 10 125 10 10 35 65 225 0 35 335 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 10 125 10 10 35 65 225 0 35 335 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 10 125 10 10 35 65 225 0 35 335 35
 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.07 0.93 1.00 0.22 0.78 0.45 1.55 0.00 0.17 1.66 0.17
 Final Sat.: 1500 111 1389 1500 333 1167 672 2328 0 259 2481 259
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.10 0.10 0.00 0.13 0.14 0.13
 Crit Volume: 135 10 65 203
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 Harry Bridges Blvd / Avalon Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 25 Level Of Service: A

 Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 65 25 5 5 95 130 235 285 75 15 365 10
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 65 25 5 5 95 130 235 285 75 15 365 10
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 65 25 5 5 95 130 235 285 75 15 365 10
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 65 25 5 5 95 130 235 285 75 15 365 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 65 25 5 5 95 130 235 285 75 15 365 10
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 65 25 5 5 95 130 235 285 75 15 365 10

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.79 0.96 0.25 0.08 1.87 0.05
 Final Sat.: 1500 1342 158 65 1435 1500 1185 1437 378 115 2808 77

 Capacity Analysis Module:
 Vol/Sat: 0.04 0.02 0.03 0.08 0.07 0.09 0.20 0.20 0.20 0.13 0.13 0.13
 Crit Volume: 65 130 235 195
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Harry Bridges Blvd / Fries Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.332
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

 Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 30 20 175 10 5 20 10 420 5 75 465 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 30 20 175 10 5 20 10 420 5 75 465 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 30 20 175 10 5 20 10 420 5 75 465 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 30 20 175 10 5 20 10 420 5 75 465 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 30 20 175 10 5 20 10 420 5 75 465 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 30 20 175 10 5 20 10 420 5 75 465 20

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.10 0.90 1.00 0.20 0.80 0.05 1.93 0.02 0.27 1.66 0.07
 Final Sat.: 1500 154 1346 1500 300 1200 69 2897 34 402 2491 107

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.13 0.13 0.01 0.02 0.02 0.14 0.15 0.14 0.19 0.19 0.19
 Crit Volume: 195 10 218 75
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.167
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 17 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 0 0 0 0 0 1 1 0 0

 Volume Module:
 Base Vol: 0 5 15 0 0 0 0 445 5 10 485 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 5 15 0 0 0 0 445 5 10 485 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 5 15 0 0 0 0 445 5 10 485 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 15 0 0 0 0 445 5 10 485 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 5 15 0 0 0 0 445 5 10 485 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 5 15 0 0 0 0 445 5 10 485 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.00 0.00 0.00 0.00 1.98 0.02 0.04 1.96 0.00
 Final Sat.: 0 1500 1500 0 0 0 0 2967 33 61 2939 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.00 0.00 0.00 0.00 0.15 0.15 0.17 0.16 0.00
 Crit Volume: 15 0 225 10
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.335
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 22 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 1 0 0

 Volume Module:
 Base Vol: 0 0 0 20 0 175 0 425 0 0 455 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 175 0 425 0 0 455 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 175 0 425 0 0 455 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 175 0 425 0 0 455 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 175 0 425 0 0 455 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 175 0 425 0 0 455 0

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.21 0.79 1.00 1.00 2.00 0.00 1.00 2.00 0.00
 Final Sat.: 0 1200 0 246 954 1200 1200 2400 0 1200 2400 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.08 0.00 0.15 0.00 0.18 0.00 0.00 0.19 0.00
 Crit Volume: 0 175 0 228
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.570
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 345 0 575 90 465 0 0 575 420
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 345 0 575 90 465 0 0 575 420
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 345 0 575 90 465 0 0 575 420
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 345 0 0 90 465 0 0 575 420
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 345 0 0 90 465 0 0 575 420
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 345 0 0 90 465 0 0 575 420

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.06 0.16 0.00 0.00 0.19 0.28
 Crit Volume: 0 345 90 420
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

 Volume Module:
 Base Vol: 0 0 0 160 0 230 225 990 0 0 785 280
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 160 0 230 225 990 0 0 785 280
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 160 0 230 225 990 0 0 785 280
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 160 0 230 225 990 0 0 785 280
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 160 0 230 225 990 0 0 785 280
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 160 0 230 225 990 0 0 785 280

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.21 0.79
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3151 1124

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.16 0.16 0.35 0.00 0.00 0.25 0.25
 Crit Volume: 0 230 225 355
 Crit Moves: **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for different approaches.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.734
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: C

Street Name:	Harbor Ave				Pacific Coast Hwy															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Permitted		Permitted		Protected		Protected													
Rights:	Include		Include		Include		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	0	0	1	0	1	0	0	1	1	0	2	1	0	1	0	2	1	0

Volume Module:

Base Vol:	30	20	270	185	40	50	15	1570	15	85	1495	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	270	185	40	50	15	1570	15	85	1495	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	20	270	185	40	50	15	1570	15	85	1495	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	270	185	40	50	15	1570	15	85	1495	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	270	185	40	50	15	1570	15	85	1495	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	20	270	185	40	50	15	1570	15	85	1495	170

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.82	0.18	1.00	1.00	2.97	0.03	1.00	2.69	0.31
Final Sat.:	960	640	1600	1316	284	1600	1600	4755	45	1600	4310	490

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.17	0.12	0.14	0.03	0.01	0.33	0.33	0.05	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 38 Level Of Service: A

Street Name:	Alameda St Ramp				Sepulveda Blvd															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Split Phase		Split Phase		Protected		Protected													
Rights:	Include		Include		Include		Ovl													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	0	1	0	1	0	1	1	0	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	20	5	30	75	50	75	510	35	85	535	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	20	5	30	75	50	75	510	35	85	535	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	20	5	30	75	50	75	510	35	85	535	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	5	30	75	50	75	510	35	85	535	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	5	30	75	50	75	510	35	85	535	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	20	5	30	75	50	75	510	35	85	535	545
OvlAdjVol:												470

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	1.34	0.33	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	2133	533	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.01	0.01	0.02	0.05	0.03	0.05	0.16	0.02	0.05	0.17	0.34
OvlAdjV/S:												0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2035 Plus Alternative 2: Reduced Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2035 PM Peak - Reduced Project

Scenario: Scenario Report
 2035 Reduced PM Peak

Command: 2035 Reduced PM Peak
 Volume: 2035 Reduced PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2035 PM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.406	A xxxxx	0.406	+ 0.000 V/C
# 2	A xxxxx	0.416	A xxxxx	0.416	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.405	A xxxxx	0.405	+ 0.000 V/C
# 4	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.600	B xxxxx	0.600	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	B xxxxx	0.646	B xxxxx	0.646	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.763	C xxxxx	0.763	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.764	C xxxxx	0.764	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.566	A xxxxx	0.566	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.877	D xxxxx	0.877	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.758	C xxxxx	0.758	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.278	A xxxxx	0.278	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.358	A xxxxx	0.358	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.442	A xxxxx	0.442	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.870	D xxxxx	0.870	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.937	E xxxxx	0.937	+ 0.000 V/C

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 Year 2035 PM Peak - Reduced Project

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.534	A xxxxx	0.534	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.406
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	685	0	0	230	605	0	0	0	15	135	265
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	685	0	0	230	605	0	0	0	15	135	265
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	685	0	0	230	605	0	0	0	15	135	265
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	685	0	0	230	605	0	0	0	15	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	685	0	0	230	605	0	0	0	15	135	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	685	0	0	230	605	0	0	0	15	135	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.21	0.00	0.00	0.07	0.21	0.00	0.00	0.00	0.01	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles
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Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.405
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.399
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 155 0 0      385 785 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0 155 0 0      385 785 0 0 0 0
Added Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0      0 0 0 0 0 0 0
Initial Fut:  0 0 0 0 155 0 0      385 785 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 155 0 0      385 785 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:  0 0 0 0 155 0 0      385 785 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 155 0 0      385 785 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 2880 0 0      1600 3200 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.05 0.00 0.00 0.24 0.25 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

Port of Los Angeles
 SCIG
 Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.786
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    87      Level Of Service:      C
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      530 0 1165 0 0 0      0 2565 390 0 2495 115
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   530 0 1165 0 0 0      0 2565 390 0 2495 115
Added Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0      0 0 0 0 0 0 0
Initial Fut:  530 0 1165 0 0 0      0 2565 390 0 2495 115
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   530 0 0 0 0 0 0      0 2565 390 0 2495 0
Reduct Vol:   0 0 0 0 0 0 0      0 0 0 0 0 0 0
Reduced Vol:  530 0 0 0 0 0 0      0 2565 390 0 2495 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  530 0 0 0 0 0 0      0 2565 390 0 2495 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.19 0.00 0.00 0.00 0.00 0.00 0.00 0.60 0.27 0.00 0.58 0.00
Crit Volume:  265          0          855          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 545 285 5 310 0 0 0 0 0 245 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 545 285 5 310 0 0 0 0 0 245 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 285 5 310 0 0 0 0 0 245 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 285 5 310 0 0 0 0 0 245 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 285 5 310 0 0 0 0 0 245 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 285 5 310 0 0 0 0 0 245 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 5 0 123
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 125 5 90 100 5 20 65 220 250 230 325 125
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 5 90 100 5 20 65 220 250 230 325 125
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 5 90 100 5 20 65 220 250 230 325 125
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 5 90 100 5 20 65 220 0 230 325 125
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 5 90 100 5 20 65 220 0 230 325 125
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 5 90 100 5 20 65 220 0 230 325 125

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.46 1.54 1.00 0.68 0.95 0.37
Final Sat.: 2880 1600 1600 1600 1600 1600 730 2470 1600 1082 1529 588

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.06 0.06 0.00 0.01 0.09 0.09 0.00 0.21 0.21 0.21
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 40 60 105 155 15 60 15 1425 35 0 1520 150
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 60 105 155 15 60 15 1425 35 0 1520 150
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 60 105 155 15 60 15 1425 35 0 1520 150
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 60 105 155 15 60 15 1425 35 0 1520 150
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 60 105 155 15 60 15 1425 35 0 1520 150
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 60 105 155 15 60 15 1425 35 0 1520 150

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 0.67 0.07 0.26 1.00 2.93 0.07 1.00 3.00 1.00
Final Sat.: 1600 582 1018 1078 104 417 1600 4685 115 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.10 0.10 0.10 0.14 0.14 0.01 0.30 0.30 0.00 0.32 0.09
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 0 130 40 385 180 80 50 1405 0 15 1190 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 130 40 385 180 80 50 1405 0 15 1190 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 130 40 385 180 80 50 1405 0 15 1190 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 130 40 385 180 80 50 1405 0 15 1190 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 130 40 385 180 80 50 1405 0 15 1190 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 130 40 385 180 80 50 1405 0 15 1190 275

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 3.00 0.00 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4800 0 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.00 0.04 0.03 0.24 0.06 0.05 0.03 0.29 0.00 0.01 0.25 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 330 135 15 285 145 105 105 1190 440 10 1045 390
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 330 135 15 285 145 105 105 1190 440 10 1045 390
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 330 135 15 285 145 105 105 1190 440 10 1045 390
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 330 135 0 285 145 0 105 1190 440 10 1045 390
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 330 135 0 285 145 0 105 1190 440 10 1045 390
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 330 135 0 285 145 0 105 1190 440 10 1045 390

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.19 0.81 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3504 1296 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.21 0.04 0.00 0.18 0.05 0.00 0.07 0.34 0.34 0.01 0.33 0.24
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 53 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 70 0 335 205 1635 0 0 1415 95
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 70 0 335 205 1635 0 0 1415 95
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 70 0 335 205 1635 0 0 1415 95
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 70 0 335 205 1635 0 0 1415 95
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 70 0 335 205 1635 0 0 1415 95
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 70 0 335 205 1635 0 0 1415 95

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.05 0.00 0.24 0.14 0.38 0.00 0.00 0.33 0.07
 Crit Volume: 0 335 0 472
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 151 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 275 115 100 235 190 40 85 1615 285 70 1480 225
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 275 115 100 235 190 40 85 1615 285 70 1480 225
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 275 115 100 235 190 40 85 1615 285 70 1480 225
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 275 115 100 235 190 40 85 1615 0 70 1480 225
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 275 115 100 235 190 40 85 1615 0 70 1480 225
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 275 115 100 235 190 40 85 1615 0 70 1480 225

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 2.48 0.52 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2850 1425 1425 1425 3532 743 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.08 0.07 0.16 0.05 0.05 0.06 0.57 0.00 0.05 0.52 0.16
 Crit Volume: 138 235 807 70
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 77 Level Of Service: C

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 0

 Volume Module:
 Base Vol: 15 195 835 20 310 190 195 1130 10 450 1320 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 15 195 835 20 310 190 195 1130 10 450 1320 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 15 195 835 20 310 190 195 1130 10 450 1320 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 15 195 835 20 310 190 195 1130 10 450 1320 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 15 195 835 20 310 190 195 1130 10 450 1320 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 15 195 835 20 310 190 195 1130 10 450 1320 20

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.97 0.03
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2807 43

 Capacity Analysis Module:
 Vol/Sat: 0.01 0.14 0.29 0.01 0.11 0.13 0.14 0.40 0.01 0.16 0.47 0.47
 Crit Volume: 195 20 195 670
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.278
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	20	400	55	105	330	45	65	0	15	65	0	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	400	55	105	330	45	65	0	15	65	0	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	400	55	105	330	45	65	0	15	65	0	140
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	20	400	0	105	330	45	65	0	15	65	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	400	0	105	330	45	65	0	15	65	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	400	0	105	330	45	65	0	15	65	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2420	330	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.01	0.15	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.05	0.00	0.00
Crit Volume:	200	53		65	65							
Crit Moves:	****	****		****	****		****		****			

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	10	0	210	85	0	205	135	425	0	60	280	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	0	210	85	0	205	135	425	0	60	280	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	210	85	0	205	135	425	0	60	280	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	210	85	0	205	135	425	0	60	280	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	210	85	0	205	135	425	0	60	280	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	0	210	85	0	205	135	425	0	60	280	105

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	0.48	1.52	0.00	0.27	1.26	0.47
Final Sat.:	1500	0	1500	1500	0	1500	723	2277	0	404	1888	708

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.14	0.06	0.00	0.14	0.19	0.19	0.00	0.15	0.15	0.15
Crit Volume:	210	85		135	222							
Crit Moves:	****	****		****	****		****		****			

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 Harry Bridges Blvd / Avalon Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: B

 Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 100 75 5 15 110 165 465 505 45 40 475 20
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 100 75 5 15 110 165 465 505 45 40 475 20
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 100 75 5 15 110 165 465 505 45 40 475 20
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 100 75 5 15 110 165 465 505 45 40 475 20
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 100 75 5 15 110 165 465 505 45 40 475 20
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 100 75 5 15 110 165 465 505 45 40 475 20

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.94 0.06 0.10 0.90 1.00 0.92 0.99 0.09 0.15 1.78 0.07
 Final Sat.: 1500 1417 83 155 1345 1500 1374 1493 133 224 2664 112

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.05 0.06 0.10 0.08 0.11 0.34 0.34 0.34 0.18 0.18 0.18
 Crit Volume: 100 165 465 268
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Harry Bridges Blvd / Fries Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 27 Level Of Service: A

 Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 0 1 0 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 70 25 150 15 5 25 10 885 5 50 690 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 70 25 150 15 5 25 10 885 5 50 690 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 70 25 150 15 5 25 10 885 5 50 690 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 70 25 150 15 5 25 10 885 5 50 690 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 70 25 150 15 5 25 10 885 5 50 690 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 70 25 150 15 5 25 10 885 5 50 690 35

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.14 0.86 1.00 0.17 0.83 0.02 1.97 0.01 0.13 1.78 0.09
 Final Sat.: 1500 214 1286 1500 250 1250 33 2950 17 194 2671 135

 Capacity Analysis Module:
 Vol/Sat: 0.05 0.12 0.12 0.01 0.02 0.02 0.30 0.30 0.30 0.26 0.26 0.26
 Crit Volume: 175 15 450 50
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.358
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0	0 1 1 0 0	0 1 1 0 0

Volume Module:

Base Vol:	70	0	35	0	0	0	0	880	25	15	800	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	35	0	0	0	0	880	25	15	800	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	35	0	0	0	0	880	25	15	800	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	35	0	0	0	0	880	25	15	800	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	35	0	0	0	0	880	25	15	800	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	35	0	0	0	0	880	25	15	800	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.33	0.67	0.00	0.00	0.00	0.00	1.94	0.06	0.04	1.96	0.00
Final Sat.:	1500	500	1000	0	0	0	0	2917	83	55	2945	0

Capacity Analysis Module:

Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.27	0.27	0.00
Crit Volume:	70			0				453	15			0
Crit Moves:	****							****	****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	95	0	140	0	780	0	0	620	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	95	0	140	0	780	0	0	620	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	95	0	140	0	780	0	0	620	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	95	0	140	0	780	0	0	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	95	0	140	0	780	0	0	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	95	0	140	0	780	0	0	620	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.81	0.19	1.00	1.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	1200	0	970	230	1200	1200	2400	0	1200	2400	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.12	0.00	0.33	0.00	0.00	0.26	0.00
Crit Volume:	0					140		390				0
Crit Moves:				****		****		****			****	****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.870
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 111 Level Of Service: D

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 565 0 690 105 625 0 0 1270 565
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 565 0 690 105 625 0 0 1270 565
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 565 0 690 105 625 0 0 1270 565
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 565 0 0 105 625 0 0 1270 565
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 565 0 0 105 625 0 0 1270 565
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 565 0 0 105 625 0 0 1270 565

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.07 0.21 0.00 0.00 0.42 0.38
 Crit Volume: 0 565 105 635
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 87 Level Of Service: C

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 170 0 210 210 1680 0 0 1210 260
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 170 0 210 210 1680 0 0 1210 260
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 170 0 210 210 1680 0 0 1210 260
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 170 0 210 210 1680 0 0 1210 260
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 170 0 210 210 1680 0 0 1210 260
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 170 0 210 210 1680 0 0 1210 260

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.47 0.53
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3519 756

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.15 0.15 0.59 0.00 0.00 0.34 0.34
 Crit Volume: 0 210 840 0
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.937
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	180	420	90	190	330	115	140	1520	130	115	1025	165	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	420	90	190	330	115	140	1520	130	115	1025	165	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	180	420	90	190	330	115	140	1520	130	115	1025	165	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	180	420	90	190	330	115	140	1520	130	115	1025	165	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	180	420	90	190	330	115	140	1520	130	115	1025	165	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	180	420	90	190	330	115	140	1520	130	115	1025	165	

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.11	0.13	0.06	0.12	0.10	0.07	0.09	0.48	0.08	0.07	0.32	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Port of Los Angeles
SCIG
Year 2035 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: D

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 30 60 310 280 65 15 15 1905 10 95 1330 255
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 30 60 310 280 65 15 15 1905 10 95 1330 255
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 30 60 310 280 65 15 15 1905 10 95 1330 255
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 30 60 310 280 65 15 15 1905 10 95 1330 255
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 30 60 310 280 65 15 15 1905 10 95 1330 255
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 30 60 310 280 65 15 15 1905 10 95 1330 255

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.33 0.67 1.00 0.81 0.19 1.00 1.00 2.98 0.02 1.00 2.52 0.48
Final Sat.: 533 1067 1600 1299 301 1600 1600 4775 25 1600 4028 772

Capacity Analysis Module:

Vol/Sat: 0.02 0.06 0.19 0.17 0.22 0.01 0.01 0.40 0.40 0.06 0.33 0.33
Crit Moves: **** **

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 20 20 35 25 150 150 1170 0 10 780 490
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 20 20 35 25 150 150 1170 0 10 780 490
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 20 20 35 25 150 150 1170 0 10 780 490
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 20 20 35 25 150 150 1170 0 10 780 490
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 20 20 35 25 150 150 1170 0 10 780 490
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 20 20 35 25 150 150 1170 0 10 780 490
OvlAdjVol: 340

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.22 0.89 0.89 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 356 1422 1422 1867 1333 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.02 0.02 0.09 0.09 0.37 0.00 0.01 0.24 0.31
OvlAdjV/S: 0.21
Crit Moves: **** **

2046 Without Project AM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2046 AM Peak - WO Project W ICTF

Scenario: 2046 WO Project AM Peak
 Scenario Report
 Command: 2046 WO Project AM Peak
 Volume: 2046 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2046 AM Peak - WO Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.607	B xxxxx	0.607	+ 0.000 V/C
# 2	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.525	A xxxxx	0.525	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.994	E xxxxx	0.994	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.891	D xxxxx	0.891	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.774	C xxxxx	0.774	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.759	C xxxxx	0.759	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.503	A xxxxx	0.503	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.809	D xxxxx	0.809	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.718	C xxxxx	0.718	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.392	A xxxxx	0.392	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.443	A xxxxx	0.443	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.783	C xxxxx	0.783	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.626	B xxxxx	0.626	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.924	E xxxxx	0.924	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.711	C	xxxxx 0.711	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.547	A	xxxxx 0.547	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.607
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	530	0	0	455	870	0	0	0	15	485	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	530	0	0	455	870	0	0	0	15	485	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	530	0	0	455	870	0	0	0	15	485	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	530	0	0	455	870	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	530	0	0	455	870	0	0	0	15	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	530	0	0	455	870	0	0	0	15	485	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.14	0.30	0.00	0.00	0.00	0.01	0.15	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.433
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), and Rights (Include). Includes rows for Min. Green and Lanes.

Volume Module:

Table with 11 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 11 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 11 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), and Rights (Include). Includes rows for Min. Green and Lanes.

Volume Module:

Table with 11 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 11 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 11 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.402
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 375 0 0 275 450 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 375 0 0 275 450 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 375 0 0 275 450 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 375 0 0 275 450 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 375 0 0 275 450 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 375 0 0 275 450 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.14 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

Port of Los Angeles
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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.994
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:      Navy Way          Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore          Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         755 0 805 0 0 0 0 3115 360 0 2360 35
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     755 0 805 0 0 0 0 3115 360 0 2360 35
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     755 0 805 0 0 0 0 3115 360 0 2360 35
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      755 0 0 0 0 0 0 3115 360 0 2360 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     755 0 0 0 0 0 0 3115 360 0 2360 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     755 0 0 0 0 0 0 3115 360 0 2360 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.25 0.00 0.55 0.00
Crit Volume:     378          0          1038          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 1 0 1! 0 0 0

Volume Module:

Base Vol: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 290 0 450 0 0 0 0 0 540 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 290 0 450 0 0 0 0 0 540 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.31 0.20 0.00 0.16 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0

Volume Module:

Base Vol: 160 15 450 155 10 5 10 345 35 285 240 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 160 15 450 155 10 5 10 345 35 285 240 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 160 15 450 155 10 5 10 345 35 285 240 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 160 15 450 155 10 5 10 345 0 285 240 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 160 15 450 155 10 5 10 345 0 285 240 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 160 15 450 155 10 5 10 345 0 285 240 185

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.33 0.67 0.06 1.94 1.00 0.80 0.68 0.52
Final Sat.: 2880 1600 1600 1600 2133 1067 90 3110 1600 1285 1082 834

Capacity Analysis Module:

Vol/Sat: 0.06 0.01 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 145 120 130 90 70 105 40 825 30 50 1790 275
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 145 120 130 90 70 105 40 825 30 50 1790 275
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 145 120 130 90 70 105 40 825 30 50 1790 275
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 145 120 130 90 70 105 40 825 30 50 1790 275
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 145 120 130 90 70 105 40 825 30 50 1790 275
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 145 120 130 90 70 105 40 825 30 50 1790 275

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.89 0.11 1.00 3.00 1.00
 Final Sat.: 1600 768 832 543 423 634 1600 4632 168 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.18 0.18 0.03 0.37 0.17
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 40 300 55 320 300 110 35 1030 265 80 1460 505
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 300 55 320 300 110 35 1030 265 80 1460 505
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 300 55 320 300 110 35 1030 265 80 1460 505
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 300 55 320 300 110 35 1030 265 80 1460 505
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 300 55 320 300 110 35 1030 265 80 1460 505
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 300 55 320 300 110 35 1030 265 80 1460 505

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.39 0.61 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3818 982 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.09 0.03 0.20 0.09 0.07 0.02 0.27 0.27 0.05 0.30 0.32
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 270 135 20 330 200 25 65 980 225 55 1120 425
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 270 135 20 330 200 25 65 980 225 55 1120 425
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 270 135 20 330 200 25 65 980 225 55 1120 425
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 270 135 0 330 200 0 65 980 225 55 1120 425
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 270 135 0 330 200 0 65 980 225 55 1120 425
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 270 135 0 330 200 0 65 980 225 55 1120 425

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3904 896 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.17 0.04 0.00 0.21 0.06 0.00 0.04 0.25 0.25 0.03 0.35 0.27
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 46 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	0	3	0	1

Volume Module:
 Base Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 200 215 1260 0 0 1445 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 200 215 1260 0 0 1445 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 200 215 1260 0 0 1445 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 200 215 1260 0 0 1445 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 200 215 1260 0 0 1445 55

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.14 0.15 0.29 0.00 0.00 0.34 0.04
 Crit Volume: 0 20 215 482
 Crit Moves: **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 97 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 280 260 80 175 205 55 35 1315 350 50 1525 115
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 260 80 175 205 55 35 1315 350 50 1525 115
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 260 80 175 205 55 35 1315 350 50 1525 115
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 280 260 80 175 205 55 35 1315 0 50 1525 115
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 260 80 175 205 55 35 1315 0 50 1525 115
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 280 260 80 175 205 55 35 1315 0 50 1525 115

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.56 1.44 1.00 1.00 2.37 0.63 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2217 2058 1425 1425 3371 904 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.06 0.12 0.06 0.06 0.02 0.46 0.00 0.04 0.54 0.08
 Crit Volume: 180 175 35 763
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 25 230 750 25 240 120 130 965 25 470 1220 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 230 750 25 240 120 130 965 25 470 1220 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 230 750 25 240 120 130 965 25 470 1220 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 230 750 25 240 120 130 965 25 470 1220 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 230 750 25 240 120 130 965 25 470 1220 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 230 750 25 240 120 130 965 25 470 1220 55

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.16 0.26 0.02 0.08 0.08 0.09 0.34 0.02 0.16 0.45 0.45
 Crit Volume: 230 25 130 638
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	155	500	160	125	470	20	80	5	205	130	5	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	500	160	125	470	20	80	5	205	130	5	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	500	160	125	470	20	80	5	205	130	5	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	500	0	125	470	20	80	5	205	130	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	500	0	125	470	20	80	5	205	130	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	500	0	125	470	20	80	5	205	130	5	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.02	0.98	0.96	0.04	1.00
Final Sat.:	1375	2750	1375	2750	2638	112	1375	33	1342	1324	51	1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.18	0.00	0.05	0.18	0.18	0.06	0.15	0.15	0.10	0.10	0.00
Crit Volume:	155			245			210		135			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.392
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	5	5	65	95	5	105	75	415	5	135	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	75	415	5	135	490	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	75	415	5	135	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	75	415	5	135	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	75	415	5	135	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	75	415	5	135	490	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.39	1.41	0.20
Final Sat.:	1500	107	1393	1500	68	1432	455	2515	30	583	2115	302

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.17	0.16	0.17	0.23	0.23	0.23
Crit Volume:				70	95		75					348
Crit Moves:	****			****			****		****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	40	25	10	25	140	265	350	410	130	25	545	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	25	140	265	350	410	130	25	545	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	25	140	265	350	410	130	25	545	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	410	130	25	545	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	410	130	25	545	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	410	130	25	545	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.79	0.92	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1180	1382	438	126	2748	126

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.30	0.30	0.30	0.20	0.20	0.20
Crit Volume:	40			265	350		298					
Crit Moves:	****			****	****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	150	15	90	25	15	10	10	740	80	75	690	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	15	90	25	15	10	10	740	80	75	690	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	15	90	25	15	10	10	740	80	75	690	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	15	90	25	15	10	10	740	80	75	690	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	15	90	25	15	10	10	740	80	75	690	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	15	90	25	15	10	10	740	80	75	690	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.79	0.19	0.19	1.77	0.04
Final Sat.:	1500	214	1286	1500	900	600	36	2675	289	288	2654	58

Capacity Analysis Module:

Vol/Sat:	0.10	0.07	0.07	0.02	0.02	0.02	0.28	0.28	0.28	0.26	0.26	0.26
Crit Volume:	150			25	415	75						
Crit Moves:	****			****	****	****						****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	5	0	20	10	5	30	10	870	5	20	775	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	30	10	870	5	20	775	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	30	10	870	5	20	775	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	30	10	870	5	20	775	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	30	10	870	5	20	775	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	30	10	870	5	20	775	5

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.22	0.11	0.67	0.02	1.97	0.01	0.05	1.94	0.01
Final Sat.:	600	900	1500	333	167	1000	34	2949	17	75	2906	19

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.03	0.29	0.30	0.30	0.27	0.27	0.27
Crit Volume:	5			45			443	20				
Crit Moves:	****			****			****	****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.685
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	70	0	305	85	890	0	0	835	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	305	85	890	0	0	835	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	305	85	890	0	0	835	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	305	85	890	0	0	835	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	305	85	890	0	0	835	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	305	85	890	0	0	835	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.37	0.63	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	448	752	1200	1200	2400	0	1200	2317	83

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.07	0.37	0.00	0.00	0.36	0.36
Crit Volume:	0			305	85						433	
Crit Moves:				****	****						****	****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.783
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 5 385 0 575 165 710 0 5 580 620
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 385 0 575 165 710 0 5 580 620
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 385 0 575 165 710 0 5 580 620
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 385 0 0 165 710 0 5 580 620
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 385 0 0 165 710 0 5 580 620
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 385 0 0 165 710 0 5 580 620

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.26 0.00 0.00 0.11 0.24 0.00 0.00 0.19 0.41
 Crit Volume: 5 385 165 620
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 265 0 235 205 1120 0 0 1060 205
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 265 0 235 205 1120 0 0 1060 205
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 265 0 235 205 1120 0 0 1060 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 265 0 235 205 1120 0 0 1060 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 265 0 235 205 1120 0 0 1060 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 265 0 235 205 1120 0 0 1060 205

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.51 0.49
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3582 693

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.16 0.14 0.39 0.00 0.00 0.30 0.30
 Crit Volume: 0 265 205 422
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 119 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	140	315	95	15	445	115	115	1385	55	100	1555	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	315	95	15	445	115	115	1385	55	100	1555	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	315	95	15	445	115	115	1385	55	100	1555	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	315	95	15	445	115	115	1385	55	100	1555	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	315	95	15	445	115	115	1385	55	100	1555	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	315	95	15	445	115	115	1385	55	100	1555	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.06	0.01	0.14	0.07	0.07	0.43	0.03	0.06	0.49	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.711
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 64 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0

Volume Module:
 Base Vol: 50 30 125 225 85 40 15 1450 25 115 1880 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 30 125 225 85 40 15 1450 25 115 1880 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 30 125 225 85 40 15 1450 25 115 1880 120
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 30 125 225 85 40 15 1450 25 115 1880 120
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 30 125 225 85 40 15 1450 25 115 1880 120
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 30 125 225 85 40 15 1450 25 115 1880 120

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.82 0.18
 Final Sat.: 1000 600 1600 1161 439 1600 1600 4719 81 1600 4512 288

Capacity Analysis Module:
 Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.31 0.31 0.07 0.42 0.42
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0

Volume Module:
 Base Vol: 5 25 10 145 110 110 140 785 10 50 790 390
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 25 10 145 110 110 140 785 10 50 790 390
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 25 10 145 110 110 140 785 10 50 790 390
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 25 10 145 110 110 140 785 10 50 790 390
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 25 10 145 110 110 140 785 10 50 790 390
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 25 10 145 110 110 140 785 10 50 790 390
 OvlAdjVol: 262

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.25 1.25 0.50 1.14 0.86 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 400 2000 800 1820 1380 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.07 0.09 0.25 0.01 0.03 0.25 0.24
 OvlAdjV/S: 0.16
 Crit Moves: **** **

2046 Without Project MD Peak Hour

 Port of Los Angeles
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 Year 2046 MD Peak - WO Project W ICTF

Scenario: Scenario Report
 2046 WOPROJECT MD Peak

Command: 2046 WO Project MD Peak
 Volume: 2046 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
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 Year 2046 MD Peak - WO Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C
# 2	A xxxxx	0.377	A xxxxx	0.377	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 4	A xxxxx	0.435	A xxxxx	0.435	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.694	B xxxxx	0.694	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.819	D xxxxx	0.819	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.631	B xxxxx	0.631	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.434	A xxxxx	0.434	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.801	D xxxxx	0.801	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.584	A xxxxx	0.584	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.487	A xxxxx	0.487	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.382	A xxxxx	0.382	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.292	A xxxxx	0.292	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.590	A xxxxx	0.590	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	B xxxxx	0.620	B xxxxx	0.620	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.651	B xxxxx	0.651	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.794	C	xxxxx 0.794	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.584	A	xxxxx 0.584	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.509
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Ignore											
Min. Green:	0	0	0	0	0	0	0	0										
Lanes:	1	0	2	0	0	0	2	0	2	0	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	430	0	0	270	700	0	0	0	15	370	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	430	0	0	270	700	0	0	0	15	370	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	430	0	0	270	700	0	0	0	15	370	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	430	0	0	270	700	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	0	0	270	700	0	0	0	15	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	430	0	0	270	700	0	0	0	15	370	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.13	0.00	0.00	0.08	0.24	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.377
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.435
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      320 0 0      210 715 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0      320 0 0      210 715 0      0 0 0 0
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  0 0 0 0      320 0 0      210 715 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      320 0 0      210 715 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      320 0 0      210 715 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      320 0 0      210 715 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.22 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.694
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    61      Level Of Service:      B
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      665 0 495 0 0 0 0 0 1970 115 0 1690 50
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   665 0 495 0 0 0 0 0 1970 115 0 1690 50
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:  665 0 495 0 0 0 0 0 1970 115 0 1690 50
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   665 0 0 0 0 0 0 0 1970 115 0 1690 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  665 0 0 0 0 0 0 0 1970 115 0 1690 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  665 0 0 0 0 0 0 0 1970 115 0 1690 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.08 0.00 0.40 0.00
Crit Volume:  333          0          657          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 555 450 0 475 0 0 0 0 0 505 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 555 450 0 475 0 0 0 0 0 505 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 555 450 0 475 0 0 0 0 0 505 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 555 450 0 475 0 0 0 0 0 505 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 555 450 0 475 0 0 0 0 0 505 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 555 450 0 475 0 0 0 0 0 505 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.39 0.32 0.00 0.17 0.00 0.00 0.00 0.00 0.18 0.00 0.00
Crit Volume: 555 0 0 253
Crit Moves: **** **** ****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 0 1 0 1 0 0

Volume Module:
Base Vol: 125 15 295 170 15 5 10 315 45 335 250 345
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 15 295 170 15 5 10 315 45 335 250 345
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 15 295 170 15 5 10 315 45 335 250 345
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 15 295 170 15 5 10 315 0 335 250 345
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 15 295 170 15 5 10 315 0 335 250 345
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 15 295 170 15 5 10 315 0 335 250 345

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.50 0.50 0.06 1.94 1.00 0.72 0.54 0.74
Final Sat.: 2880 1600 1600 1600 2400 800 98 3102 1600 1153 860 1187

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.18 0.11 0.01 0.01 0.10 0.10 0.00 0.29 0.29 0.29
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 76 Level Of Service: D

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include	Permitted Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	0 0 1 0 0	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 165 120 215 190 110 155 40 1295 50 50 1365 240
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 165 120 215 190 110 155 40 1295 50 50 1365 240
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 165 120 215 190 110 155 40 1295 50 50 1365 240
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 165 120 215 190 110 155 40 1295 50 50 1365 240
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 165 120 215 190 110 155 40 1295 50 50 1365 240
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 165 120 215 190 110 155 40 1295 50 50 1365 240

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.89 0.11 1.00 3.00 1.00
 Final Sat.: 1600 573 1027 668 387 545 1600 4622 178 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.28 0.28 0.03 0.28 0.15
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include	Protected Include	Protected Include	Protected Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 3 0 1

Volume Module:
 Base Vol: 40 270 75 230 245 155 85 1050 35 75 1290 315
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 270 75 230 245 155 85 1050 35 75 1290 315
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 270 75 230 245 155 85 1050 35 75 1290 315
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 270 75 230 245 155 85 1050 35 75 1290 315
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 270 75 230 245 155 85 1050 35 75 1290 315
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 270 75 230 245 155 85 1050 35 75 1290 315

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4645 155 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.08 0.05 0.14 0.08 0.10 0.05 0.23 0.23 0.05 0.27 0.20
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 125 65 0 165 70 15 60 910 155 30 1120 305
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 125 65 0 165 70 15 60 910 155 30 1120 305
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 125 65 0 165 70 15 60 910 155 30 1120 305
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 125 65 0 165 70 0 60 910 155 30 1120 305
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 125 65 0 165 70 0 60 910 155 30 1120 305
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 125 65 0 165 70 0 60 910 155 30 1120 305

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56 0.44 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4101 699 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.08 0.02 0.00 0.10 0.02 0.00 0.04 0.22 0.22 0.02 0.35 0.19
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 20 0 245 210 1270 0 0 1120 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 245 210 1270 0 0 1120 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 245 210 1270 0 0 1120 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 245 210 1270 0 0 1120 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 245 210 1270 0 0 1120 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 245 210 1270 0 0 1120 50

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.17 0.15 0.30 0.00 0.00 0.26 0.04
 Crit Volume: 0 245 0 373
 Crit Moves: **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 94 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 235 175 115 240 240 95 115 1245 235 105 1300 210
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 235 175 115 240 240 95 115 1245 235 105 1300 210
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 235 175 115 240 240 95 115 1245 235 105 1300 210
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 235 175 115 240 240 95 115 1245 0 105 1300 210
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 235 175 115 240 240 95 115 1245 0 105 1300 210
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 235 175 115 240 240 95 115 1245 0 105 1300 210

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.72 1.28 1.00 1.00 2.15 0.85 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2450 1825 1425 1425 3063 1212 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.10 0.10 0.08 0.17 0.08 0.08 0.08 0.44 0.00 0.07 0.46 0.15
 Crit Volume: 137 240 115 650
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 5 135 485 35 125 105 70 1000 5 235 1135 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 135 485 35 125 105 70 1000 5 235 1135 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 135 485 35 125 105 70 1000 5 235 1135 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 135 485 35 125 105 70 1000 5 235 1135 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 135 485 35 125 105 70 1000 5 235 1135 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 135 485 35 125 105 70 1000 5 235 1135 50

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2730 120

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.09 0.17 0.02 0.04 0.07 0.05 0.35 0.00 0.08 0.42 0.42
 Crit Volume: 135 35 70 593
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	55	240	45	145	390	45	60	0	60	40	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	240	45	145	390	45	60	0	60	40	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	240	45	145	390	45	60	0	60	40	0	220
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	240	0	145	390	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	240	0	145	390	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	240	0	145	390	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2466	284	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			218		60	40			40		278
Crit Moves:	****			****		****	****			****		****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	420	0	35	485	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	125	10	10	30	60	420	0	35	485	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	125	10	10	30	60	420	0	35	485	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	125	10	10	30	60	420	0	35	485	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	420	0	35	485	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	125	10	10	30	60	420	0	35	485	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.25	0.75	0.25	1.75	0.00	0.12	1.75	0.13
Final Sat.:	1500	58	1442	1500	375	1125	375	2625	0	189	2622	189

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.16	0.16	0.00	0.18	0.19	0.18
Crit Volume:				130	10		60			278		
Crit Moves:	****			****			****			****		****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	60	30	5	5	95	170	225	440	70	15	520	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	5	5	95	170	225	440	70	15	520	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	30	5	5	95	170	225	440	70	15	520	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	30	5	5	95	170	225	440	70	15	520	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	5	5	95	170	225	440	70	15	520	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	5	5	95	170	225	440	70	15	520	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.61	1.20	0.19	0.05	1.90	0.05
Final Sat.:	1500	1342	158	56	1444	1500	918	1796	286	82	2836	82

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.09	0.07	0.11	0.24	0.24	0.24	0.18	0.18	0.18
Crit Volume:	60					170	225					275
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.382
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	145	20	155	10	10	20	10	515	45	70	670	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	20	155	10	10	20	10	515	45	70	670	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	145	20	155	10	10	20	10	515	45	70	670	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	20	155	10	10	20	10	515	45	70	670	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	20	155	10	10	20	10	515	45	70	670	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	20	155	10	10	20	10	515	45	70	670	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.33	0.67	0.03	1.81	0.16	0.19	1.77	0.04
Final Sat.:	1500	171	1329	1500	500	1000	53	2711	237	278	2662	60

Capacity Analysis Module:

Vol/Sat:	0.10	0.12	0.12	0.01	0.02	0.02	0.19	0.19	0.19	0.25	0.25	0.25
Crit Volume:	175			10			10					377
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	0	0	15	10	0	15	15	660	5	10	775	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	15	10	0	15	15	660	5	10	775	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	10	0	15	15	660	5	10	775	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	10	0	15	15	660	5	10	775	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	15	10	0	15	15	660	5	10	775	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	15	10	0	15	15	660	5	10	775	10

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.40	0.00	0.60	0.04	1.95	0.01	0.02	1.95	0.03
Final Sat.:	0	1500	1500	600	0	900	66	2912	22	38	2925	38

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.23	0.23	0.23	0.26	0.27	0.26
Crit Volume:		15	10			15				398		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	20	0	185	105	770	0	0	805	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	185	105	770	0	0	805	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	185	105	770	0	0	805	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	185	105	770	0	0	805	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	185	105	770	0	0	805	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	185	105	770	0	0	805	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.20	0.80	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	234	966	1200	1200	2400	0	1200	2314	86

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.09	0.32	0.00	0.00	0.35	0.35
Crit Volume:						185	105				418	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 0 0 10 375 0 570 90 445 0 5 555 455
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 10 375 0 570 90 445 0 5 555 455
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 10 375 0 570 90 445 0 5 555 455
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 10 375 0 0 90 445 0 5 555 455
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 10 375 0 0 90 445 0 5 555 455
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 10 375 0 0 90 445 0 5 555 455
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.25 0.00 0.00 0.06 0.15 0.00 0.00 0.19 0.30
Crit Volume: 10 375 90 455
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0
Volume Module:
Base Vol: 0 0 0 180 0 135 250 1405 0 0 1255 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 180 0 135 250 1405 0 0 1255 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 180 0 135 250 1405 0 0 1255 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 180 0 135 250 1405 0 0 1255 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 180 0 135 250 1405 0 0 1255 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 180 0 135 250 1405 0 0 1255 240
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.52 0.48
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3589 686
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.09 0.18 0.49 0.00 0.00 0.35 0.35
Crit Volume: 0 180 250 498
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing traffic volume adjustments: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.794
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 35 35 300 230 55 50 15 1545 25 110 1515 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 35 300 230 55 50 15 1545 25 110 1515 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 35 300 230 55 50 15 1545 25 110 1515 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 35 300 230 55 50 15 1545 25 110 1515 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 35 300 230 55 50 15 1545 25 110 1515 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 35 300 230 55 50 15 1545 25 110 1515 190

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.50 1.00 0.81 0.19 1.00 1.00 2.95 0.05 1.00 2.67 0.33
 Final Sat.: 800 800 1600 1291 309 1600 1600 4724 76 1600 4265 535

Capacity Analysis Module:
 Vol/Sat: 0.02 0.04 0.19 0.14 0.18 0.03 0.01 0.33 0.33 0.07 0.36 0.36
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 30 25 120 85 125 230 745 25 80 635 485
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 30 25 120 85 125 230 745 25 80 635 485
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 30 25 120 85 125 230 745 25 80 635 485
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 30 25 120 85 125 230 745 25 80 635 485
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 30 25 120 85 125 230 745 25 80 635 485
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 30 25 120 85 125 230 745 25 80 635 485
 OvlAdjVol: 360

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.09 0.91 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 1745 1455 1873 1327 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.02 0.06 0.06 0.08 0.14 0.23 0.02 0.05 0.20 0.30
 OvlAdjV/S: 0.22
 Crit Moves: **** **

2046 Without Project PM Peak Hour

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Scenario: Scenario Report
 2046 WO Project PM Peak

Command: 2046 WO Project PM Peak
 Volume: 2046 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 2	A xxxxx	0.364	A xxxxx	0.364	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.378	A xxxxx	0.378	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.867	D xxxxx	0.867	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.745	C xxxxx	0.745	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.931	E xxxxx	0.931	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.840	D xxxxx	0.840	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.658	B xxxxx	0.658	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.973	E xxxxx	0.973	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.868	D xxxxx	0.868	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	E xxxxx	0.907	E xxxxx	0.907	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.749	C xxxxx	0.749	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.985	E xxxxx	0.985	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.932	E xxxxx	0.932	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.637	B xxxxx	0.637	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name: Terminal Island Fwy Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected										
Rights:	Include		Include		Include		Ignore										
Min. Green:	0	0	0	0	0	0	0	0									
Lanes:	1	0	2	0	0	0	2	0	2	0	0	0	1	0	0	0	1

Volume Module:

Base Vol:	5	545	0	0	215	710	0	0	0	20	250	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	545	0	0	215	710	0	0	0	20	250	355
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	545	0	0	215	710	0	0	0	20	250	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	545	0	0	215	710	0	0	0	20	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	545	0	0	215	710	0	0	0	20	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	545	0	0	215	710	0	0	0	20	250	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.07	0.25	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.364
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.441
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 270 0 0 395 630 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 270 0 0 395 630 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 270 0 0 395 630 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 270 0 0 395 630 0 0 0 0 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    0 0 0 270 0 0 395 630 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0 0 0 270 0 0 395 630 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.09 0.00 0.00 0.25 0.20 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

```

*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.867
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    140         Level Of Service:      D
*****
Street Name:      Navy Way              Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:         L - T - R        L - T - R        L - T - R        L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore           Include          Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:            2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1 0 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         660 0 890 0 0 0 0 2715 360 0 2505 85
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     660 0 890 0 0 0 0 2715 360 0 2505 85
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     660 0 890 0 0 0 0 2715 360 0 2505 85
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     660 0 0 0 0 0 0 2715 360 0 2505 0
Reduct Vol:     0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:    660 0 0 0 0 0 0 2715 360 0 2505 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:    660 0 0 0 0 0 0 2715 360 0 2505 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.64 0.25 0.00 0.59 0.00
Crit Volume:     330          0          905          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:

Base Vol: 0 545 285 0 305 0 0 0 0 0 250 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 545 285 0 305 0 0 0 0 0 250 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 285 0 305 0 0 0 0 0 250 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 285 0 305 0 0 0 0 0 250 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 285 0 305 0 0 0 0 0 250 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 285 0 305 0 0 0 0 0 250 0 0 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 0 0 125
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0 0

Volume Module:

Base Vol: 145 15 185 60 5 10 40 225 230 390 335 190
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 15 185 60 5 10 40 225 230 390 335 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 15 185 60 5 10 40 225 230 390 335 190
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 15 185 60 5 10 40 225 230 390 335 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 15 185 60 5 10 40 225 230 390 335 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 15 185 60 5 10 40 225 230 390 335 190

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.30 1.70 1.00 0.85 0.73 0.42
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1364 1172 664

Capacity Analysis Module:

Vol/Sat: 0.05 0.01 0.12 0.04 0.00 0.01 0.08 0.08 0.00 0.29 0.29 0.29
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.745
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: C

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:
 Base Vol: 55 55 125 190 40 135 30 1560 30 50 1580 205
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 55 55 125 190 40 135 30 1560 30 50 1580 205
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 55 55 125 190 40 135 30 1560 30 50 1580 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 55 55 125 190 40 135 30 1560 30 50 1580 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 55 55 125 190 40 135 30 1560 30 50 1580 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 55 55 125 190 40 135 30 1560 30 50 1580 205

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.94 0.06 1.00 3.00 1.00
 Final Sat.: 1600 489 1111 833 175 592 1600 4709 91 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.33 0.33 0.03 0.33 0.13
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.931
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 125 Level Of Service: E

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Protected Include			Protected Include			Protected Include			Protected Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	3

Volume Module:
 Base Vol: 25 280 110 505 265 155 85 1525 10 45 1310 435
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 280 110 505 265 155 85 1525 10 45 1310 435
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 280 110 505 265 155 85 1525 10 45 1310 435
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 280 110 505 265 155 85 1525 10 45 1310 435
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 280 110 505 265 155 85 1525 10 45 1310 435
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 280 110 505 265 155 85 1525 10 45 1310 435

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4769 31 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.09 0.07 0.32 0.08 0.10 0.05 0.32 0.32 0.03 0.27 0.27
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.840
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 82 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 355 240 35 205 215 25 50 1440 465 25 1280 225
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 355 240 35 205 215 25 50 1440 465 25 1280 225
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 355 240 35 205 215 25 50 1440 465 25 1280 225
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 355 240 0 205 215 0 50 1440 465 25 1280 225
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 355 240 0 205 215 0 50 1440 465 25 1280 225
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 355 240 0 205 215 0 50 1440 465 25 1280 225

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3628 1172 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.22 0.08 0.00 0.13 0.07 0.00 0.03 0.40 0.40 0.02 0.40 0.14
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.658
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 67 Level Of Service: B

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 60 0 375 210 1830 0 0 1690 80
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 60 0 375 210 1830 0 0 1690 80
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 60 0 375 210 1830 0 0 1690 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 60 0 375 210 1830 0 0 1690 80
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 60 0 375 210 1830 0 0 1690 80

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.15 0.43 0.00 0.00 0.40 0.06
 Crit Volume: 0 375 0 563
 Crit Moves: ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.973
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Split Phase		Split Phase		Permitted		Permitted		
Rights:	Include		Include		Ignore		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	1	1	0	2	0	1

Volume Module:

Base Vol:	320	345	200	225	175	55	115	1710	265	85	1615	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	345	200	225	175	55	115	1710	265	85	1615	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	345	200	225	175	55	115	1710	265	85	1615	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	345	200	225	175	55	115	1710	0	85	1615	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	345	200	225	175	55	115	1710	0	85	1615	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	345	200	225	175	55	115	1710	0	85	1615	145

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	1.56	1.00	1.00	2.28	0.72	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2057	2218	1425	1425	3253	1022	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.16	0.16	0.14	0.16	0.05	0.05	0.08	0.60	0.00	0.06	0.57	0.10
Crit Volume:	222	225		855	85							
Crit Moves:	****	****		****	****							

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 141 Level Of Service: D

Street Name:	Alameda St				Anaheim St				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Protected		Protected		
Rights:	Ovl		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	0	2	0	1

Volume Module:

Base Vol:	25	305	790	25	460	205	125	1250	20	400	1530	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	305	790	25	460	205	125	1250	20	400	1530	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	305	790	25	460	205	125	1250	20	400	1530	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	305	790	25	460	205	125	1250	20	400	1530	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	305	790	25	460	205	125	1250	20	400	1530	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	305	790	25	460	205	125	1250	20	400	1530	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.02	0.21	0.28	0.02	0.16	0.14	0.09	0.44	0.01	0.14	0.55	0.55
Crit Volume:	305	25		125	783							
Crit Moves:	****	****		****	****							

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Split Phase		Split Phase			
Rights:	Ignore		Include		Include		Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	2	0	1	1	0

Volume Module:

Base Vol:	85	350	85	105	340	35	70	0	10	110	0	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	350	85	105	340	35	70	0	10	110	0	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	350	85	105	340	35	70	0	10	110	0	305
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	85	350	0	105	340	35	70	0	10	110	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	350	0	105	340	35	70	0	10	110	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	85	350	0	105	340	35	70	0	10	110	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2493	257	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.00	0.04	0.14	0.14	0.05	0.00	0.01	0.08	0.00	0.00
Crit Volume:	85			188			70			110		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Broad Ave				Harry Bridges Blvd					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Permitted		Permitted		Permitted		Permitted			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	10	5	210	90	5	200	145	580	0	65	540	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	210	90	5	200	145	580	0	65	540	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	210	90	5	200	145	580	0	65	540	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	210	90	5	200	145	580	0	65	540	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	210	90	5	200	145	580	0	65	540	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	210	90	5	200	145	580	0	65	540	95

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.02	0.98	1.00	0.02	0.98	0.40	1.60	0.00	0.19	1.54	0.27
Final Sat.:	1500	35	1465	1500	37	1463	600	2400	0	279	2314	407

Capacity Analysis Module:

Vol/Sat:	0.01	0.14	0.14	0.06	0.14	0.14	0.24	0.24	0.00	0.23	0.23	0.23
Crit Volume:	215			90			145			350		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	90	80	5	10	110	255	455	660	35	50	710	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	10	110	255	455	660	35	50	710	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	10	110	255	455	660	35	50	710	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	10	110	255	455	660	35	50	710	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	660	35	50	710	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	10	110	255	455	660	35	50	710	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1187	1722	91	192	2731	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.38	0.38	0.38	0.26	0.26	0.26
Crit Volume:	90					255	455			390		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0

Volume Module:

Base Vol:	175	25	135	10	5	25	15	965	25	30	960	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	25	135	10	5	25	15	965	25	30	960	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	25	135	10	5	25	15	965	25	30	960	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	25	135	10	5	25	15	965	25	30	960	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	25	135	10	5	25	15	965	25	30	960	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	25	135	10	5	25	15	965	25	30	960	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.16	0.84	1.00	0.17	0.83	0.03	1.92	0.05	0.06	1.87	0.07
Final Sat.:	1500	234	1266	1500	250	1250	45	2881	75	88	2810	102

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.11	0.01	0.02	0.02	0.33	0.34	0.33	0.34	0.34	0.34
Crit Volume:	175					30		503		30		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0		
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0		

Volume Module:

Base Vol:	60	0	45	10	5	30	20	935	30	15	1195	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	45	10	5	30	20	935	30	15	1195	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	45	10	5	30	20	935	30	15	1195	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	45	10	5	30	20	935	30	15	1195	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	45	10	5	30	20	935	30	15	1195	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	45	10	5	30	20	935	30	15	1195	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	0.22	0.11	0.67	0.04	1.90	0.06	0.02	1.96	0.02
Final Sat.:	1500	214	1286	333	167	1000	61	2848	91	37	2927	37

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.03	0.03	0.03	0.03	0.33	0.33	0.33	0.41	0.41	0.41
Crit Volume:	60			45	20					613		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Permitted	Permitted		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0		
Lanes:	0 0 1 0 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0		

Volume Module:

Base Vol:	0	0	0	80	0	220	200	895	0	0	1000	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	220	200	895	0	0	1000	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	220	200	895	0	0	1000	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	220	200	895	0	0	1000	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	220	200	895	0	0	1000	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	220	200	895	0	0	1000	315

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.53	0.47	1.00	1.00	2.00	0.00	1.00	1.52	0.48
Final Sat.:	0	1200	0	640	560	1200	1200	2400	0	1200	1825	575

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.18	0.17	0.37	0.00	0.00	0.55	0.55
Crit Volume:	0			220	200					658		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.907
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 154 Level Of Service: E

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 5 595 0 690 115 625 0 5 1290 605
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 595 0 690 115 625 0 5 1290 605
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 595 0 690 115 625 0 5 1290 605
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 595 0 0 115 625 0 5 1290 605
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 595 0 0 115 625 0 5 1290 605
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 595 0 0 115 625 0 5 1290 605

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.40 0.00 0.00 0.08 0.21 0.00 0.00 0.43 0.40
 Crit Volume: 5 595 115 645
 Crit Moves: **** **** **** ****

Port of Los Angeles
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 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.749
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 91 Level Of Service: C

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 300 0 240 235 1535 0 0 1325 245
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 300 0 240 235 1535 0 0 1325 245
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 300 0 240 235 1535 0 0 1325 245
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 300 0 240 235 1535 0 0 1325 245
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 300 0 240 235 1535 0 0 1325 245
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 300 0 240 235 1535 0 0 1325 245

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.53 0.47
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3608 667

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.21 0.00 0.17 0.16 0.54 0.00 0.00 0.37 0.37
 Crit Volume: 0 300 768 0
 Crit Moves: **** **** **** ****

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 165 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	580	120	10	425	125	210	1775	15	165	1320	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	580	120	10	425	125	210	1775	15	165	1320	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	580	120	10	425	125	210	1775	15	165	1320	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	580	120	10	425	125	210	1775	15	165	1320	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	580	120	10	425	125	210	1775	15	165	1320	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	580	120	10	425	125	210	1775	15	165	1320	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.08	0.01	0.13	0.08	0.13	0.55	0.01	0.10	0.41	0.07
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.932
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 170 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 35 75 305 325 115 35 30 2015 25 75 1425 265
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 75 305 325 115 35 30 2015 25 75 1425 265
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 75 305 325 115 35 30 2015 25 75 1425 265
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 75 305 325 115 35 30 2015 25 75 1425 265
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 75 305 325 115 35 30 2015 25 75 1425 265
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 75 305 325 115 35 30 2015 25 75 1425 265

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.53 0.47
 Final Sat.: 509 1091 1600 1182 418 1600 1600 4741 59 1600 4047 753

Capacity Analysis Module:
 Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.43 0.42 0.05 0.35 0.35
 Crit Moves: **** **

Port of Los Angeles
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 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 30 30 120 15 145 200 1035 0 5 900 460
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 30 30 120 15 145 200 1035 0 5 900 460
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 30 30 120 15 145 200 1035 0 5 900 460
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 30 30 120 15 145 200 1035 0 5 900 460
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 30 30 120 15 145 200 1035 0 5 900 460
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 30 30 120 15 145 200 1035 0 5 900 460
 OvlAdjVol: 315

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.15 0.93 0.92 1.78 0.22 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 246 1477 1477 2844 356 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.09 0.13 0.32 0.00 0.00 0.28 0.29
 OvlAdjV/S: 0.20
 Crit Moves: **** **

2046 Plus Project AM Peak Hour

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 Year 2046 AM Peak - Proposed Project

Scenario: Scenario Report
 2046 Project AM Peak

Command: 2046 Project AM Peak
 Volume: 2046 Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2046 AM Peak - Proposed Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.629	B xxxxx	0.629	+ 0.000 V/C
# 2	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.990	E xxxxx	0.990	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.878	D xxxxx	0.878	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.794	C xxxxx	0.794	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.823	D xxxxx	0.823	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.897	D xxxxx	0.897	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.518	A xxxxx	0.518	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.809	D xxxxx	0.809	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.637	B xxxxx	0.637	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.420	A xxxxx	0.420	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.694	B xxxxx	0.694	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	605	0	0	480	935	0	0	0	15	485	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	605	0	0	480	935	0	0	0	15	485	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	605	0	0	480	935	0	0	0	15	485	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	605	0	0	480	935	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	480	935	0	0	0	15	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	605	0	0	480	935	0	0	0	15	485	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.32	0.00	0.00	0.00	0.01	0.15	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	1	0	2	0	1	0	0	0

Volume Module:

Base Vol:	0	0	0	495	0	0	610	290	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	495	0	0	610	290	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	495	0	0	610	290	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	495	0	0	610	290	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	495	0	0	610	290	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	495	0	0	610	290	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.21	0.09	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	2	0	0	2	0	2	0	1	0	0

Volume Module:

Base Vol:	0	275	0	0	0	375	10	0	0	0	0	1070	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	275	0	0	0	375	10	0	0	0	0	1070	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	0	0	0	375	10	0	0	0	0	1070	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	275	0	0	0	375	10	0	0	0	0	1070	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	0	0	0	375	10	0	0	0	0	1070	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	275	0	0	0	375	10	0	0	0	0	1070	270

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.00	0.00	0.12	0.01	0.00	0.00	0.00	0.00	0.33	0.09
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.402
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      375 0 0      275 525 0      0 0 0 0
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0 0 0 0      375 0 0      275 525 0      0 0 0 0
Added Vol:     0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:   0 0 0 0      375 0 0      275 525 0      0 0 0 0
User Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:    0 0 0 0      375 0 0      275 525 0      0 0 0 0
Reduct Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:   0 0 0 0      375 0 0      275 525 0      0 0 0 0
PCE Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:   0 0 0 0      375 0 0      275 525 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:    1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:    0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.16 0.00 0.00 0.00 0.00
Crit Moves:    ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.990
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      755 0 785 0 0 0      0 3100 280 0 2350 95
Growth Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    755 0 785 0 0 0      0 3100 280 0 2350 95
Added Vol:     0 0 0 0 0 0 0      0 0 0 0 0 0 0 0
PasserByVol:   0 0 0 0 0 0 0      0 0 0 0 0 0 0 0
Initial Fut:   755 0 785 0 0 0      0 3100 280 0 2350 95
User Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:    755 0 0 0 0 0 0      0 3100 280 0 2350 0
Reduct Vol:    0 0 0 0 0 0 0      0 0 0 0 0 0 0 0
Reduced Vol:   755 0 0 0 0 0 0      0 3100 280 0 2350 0
PCE Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:       1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:   755 0 0 0 0 0 0      0 3100 280 0 2350 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:         2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:    2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.20 0.00 0.55 0.00
Crit Volume:   378          0          1033          0
Crit Moves:    ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 1 0 1 0 0 0

Volume Module:
Base Vol: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 280 0 440 0 0 0 0 0 540 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 280 0 440 0 0 0 0 0 540 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.878
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0 1 0 1 0 0

Volume Module:
Base Vol: 130 0 440 155 0 5 10 345 5 265 240 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 0 440 155 0 5 10 345 5 265 240 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 0 440 155 0 5 10 345 5 265 240 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 0 440 155 0 5 10 345 0 265 240 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 0 440 155 0 5 10 345 0 265 240 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 0 440 155 0 5 10 345 0 265 240 185

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.77 0.69 0.54
Final Sat.: 2880 1600 1600 1600 1600 1600 90 3110 1600 1229 1113 858

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 145 120 130 90 70 105 40 970 30 50 1885 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 120 130 90 70 105 40 970 30 50 1885 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 120 130 90 70 105 40 970 30 50 1885 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 120 130 90 70 105 40 970 30 50 1885 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 120 130 90 70 105 40 970 30 50 1885 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 120 130 90 70 105 40 970 30 50 1885 275

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 1600 768 832 543 423 634 1600 4656 144 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.21 0.21 0.03 0.39 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 300 50 320 300 110 35 1175 255 75 1570 495
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 300 50 320 300 110 35 1175 255 75 1570 495
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 300 50 320 300 110 35 1175 255 75 1570 495
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 300 50 320 300 110 35 1175 255 75 1570 495
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 300 50 320 300 110 35 1175 255 75 1570 495
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 300 50 320 300 110 35 1175 255 75 1570 495

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.47 0.53 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3944 856 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.03 0.20 0.09 0.07 0.02 0.30 0.30 0.05 0.33 0.31
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 102 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 270 135 20 470 190 110 150 970 225 55 1110 525
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 270 135 20 470 190 110 150 970 225 55 1110 525
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 270 135 20 470 190 110 150 970 225 55 1110 525
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 270 135 0 470 190 0 150 970 225 55 1110 525
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 270 135 0 470 190 0 150 970 225 55 1110 525
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 270 135 0 470 190 0 150 970 225 55 1110 525

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3896 904 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.17 0.04 0.00 0.29 0.06 0.00 0.09 0.25 0.25 0.03 0.35 0.33
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 47 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 20 0 195 210 1335 0 0 1525 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 195 210 1335 0 0 1525 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 195 210 1335 0 0 1525 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 195 210 1335 0 0 1525 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 195 210 1335 0 0 1525 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 195 210 1335 0 0 1525 55

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.14 0.15 0.31 0.00 0.00 0.36 0.04
 Crit Volume: 0 20 210 508
 Crit Moves: **** **** ****

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 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 98 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 280 255 75 165 200 55 10 1390 350 45 1600 110
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 255 75 165 200 55 10 1390 350 45 1600 110
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 255 75 165 200 55 10 1390 350 45 1600 110
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 280 255 75 165 200 55 10 1390 350 45 1600 110
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 255 75 165 200 55 10 1390 350 45 1600 110
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 280 255 75 165 200 55 10 1390 350 45 1600 110

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.57 1.43 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2237 2038 1425 1425 3353 922 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.05 0.12 0.06 0.06 0.01 0.49 0.00 0.03 0.56 0.08
 Crit Volume: 178 165 10 800
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 56 Level Of Service: B

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

 Volume Module:
 Base Vol: 25 175 815 20 190 115 120 955 25 545 1220 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 175 815 20 190 115 120 955 25 545 1220 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 175 815 20 190 115 120 955 25 545 1220 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 175 815 20 190 115 120 955 25 545 1220 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 175 815 20 190 115 120 955 25 545 1220 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 175 815 20 190 115 120 955 25 545 1220 55

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

 Capacity Analysis Module:
 Vol/Sat: 0.02 0.12 0.29 0.01 0.07 0.08 0.08 0.34 0.02 0.19 0.45 0.45
 Crit Volume: 175 20 120 637
 Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Ignore		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	0	1

Volume Module:
Base Vol: 155 495 160 120 465 20 80 5 205 130 5 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 155 495 160 120 465 20 80 5 205 130 5 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 495 160 120 465 20 80 5 205 130 5 80
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 155 495 0 120 465 20 80 5 205 130 5 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 495 0 120 465 20 80 5 205 130 5 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 155 495 0 120 465 20 80 5 205 130 5 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.92 0.08 1.00 0.02 0.98 0.96 0.04 1.00
Final Sat.: 1375 2750 1375 2750 2637 113 1375 33 1342 1324 51 1375

Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.00 0.04 0.18 0.18 0.06 0.15 0.15 0.10 0.10 0.00
Crit Volume: 155 243 210 135
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1

Volume Module:
Base Vol: 5 5 65 95 5 105 75 410 5 135 495 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 65 95 5 105 75 410 5 135 495 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 65 95 5 105 75 410 5 135 495 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 65 95 5 105 75 410 5 135 495 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 65 95 5 105 75 410 5 135 495 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 65 95 5 105 75 410 5 135 495 70

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.05 0.95 0.31 1.67 0.02 0.39 1.41 0.20
Final Sat.: 1500 107 1393 1500 68 1432 459 2510 31 579 2121 300

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.16 0.16 0.16 0.23 0.23 0.23
Crit Volume: 70 95 75 350
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #16 Harry Bridges Blvd / Avalon Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.637
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B
Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 40 25 10 25 140 265 350 405 130 25 550 25
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 25 10 25 140 265 350 405 130 25 550 25
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 25 10 25 140 265 350 405 130 25 550 25
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 25 10 25 140 265 350 405 130 25 550 25
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 25 10 25 140 265 350 405 130 25 550 25
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 25 10 25 140 265 350 405 130 25 550 25
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.73 0.27 0.12 0.88 1.00 0.79 0.92 0.29 0.08 1.84 0.08
Final Sat.: 1500 1100 400 174 1326 1500 1186 1373 441 125 2750 125
Capacity Analysis Module:
Vol/Sat: 0.03 0.02 0.03 0.14 0.11 0.18 0.29 0.29 0.29 0.20 0.20 0.20
Crit Volume: 40 265 350 300
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #17 Harry Bridges Blvd / Fries Ave
Cycle (sec): 100 Critical Vol./Cap.(X): 0.420
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A
Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0
Volume Module:
Base Vol: 120 15 95 25 15 10 10 755 45 80 705 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 15 95 25 15 10 10 755 45 80 705 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 15 95 25 15 10 10 755 45 80 705 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 120 15 95 25 15 10 10 755 45 80 705 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 15 95 25 15 10 10 755 45 80 705 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 120 15 95 25 15 10 10 755 45 80 705 15
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.14 0.86 1.00 0.60 0.40 0.02 1.87 0.11 0.20 1.76 0.04
Final Sat.: 1500 205 1295 1500 900 600 37 2796 167 300 2644 56
Capacity Analysis Module:
Vol/Sat: 0.08 0.07 0.07 0.02 0.02 0.02 0.27 0.27 0.27 0.27 0.27 0.27
Crit Volume: 120 25 405 80
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	5	0	20	10	5	30	10	870	5	20	780	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	20	10	5	30	10	870	5	20	780	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	20	10	5	30	10	870	5	20	780	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	20	10	5	30	10	870	5	20	780	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	20	10	5	30	10	870	5	20	780	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	20	10	5	30	10	870	5	20	780	5

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	1.00	0.22	0.11	0.67	0.02	1.97	0.01	0.05	1.94	0.01
Final Sat.:	600	900	1500	333	167	1000	34	2949	17	75	2907	19

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.03	0.29	0.30	0.30	0.27	0.27	0.27
Crit Volume:	5			45			443	20				
Crit Moves:	****			****			****	****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	70	0	305	85	890	0	0	840	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	70	0	305	85	890	0	0	840	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	70	0	305	85	890	0	0	840	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	305	85	890	0	0	840	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	305	85	890	0	0	840	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	305	85	890	0	0	840	30

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.37	0.63	1.00	1.00	2.00	0.00	1.00	1.93	0.07
Final Sat.:	0	1200	0	448	752	1200	1200	2400	0	1200	2317	83

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.25	0.07	0.37	0.00	0.00	0.36	0.36
Crit Volume:	0			305	85						435	
Crit Moves:				****	****						****	****

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 55 Level Of Service: C

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 350 0 575 165 730 0 0 600 590
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 350 0 575 165 730 0 0 600 590
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 350 0 575 165 730 0 0 600 590
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 350 0 0 165 730 0 0 600 590
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 350 0 0 165 730 0 0 600 590
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 350 0 0 165 730 0 0 600 590

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.23 0.00 0.00 0.11 0.24 0.00 0.00 0.20 0.39
 Crit Volume: 0 350 165 590
 Crit Moves: **** **

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 57 Level Of Service: A

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

 Volume Module:
 Base Vol: 0 0 0 210 0 235 205 1120 0 0 1065 175
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 210 0 235 205 1120 0 0 1065 175
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 210 0 235 205 1120 0 0 1065 175
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 210 0 235 205 1120 0 0 1065 175
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 210 0 235 205 1120 0 0 1065 175
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 210 0 235 205 1120 0 0 1065 175

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3672 603

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.15 0.00 0.16 0.14 0.39 0.00 0.00 0.29 0.29
 Crit Volume: 0 235 205 413
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 106 Level Of Service: D

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	140	315	95	15	445	115	115	1320	50	100	1470	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	315	95	15	445	115	115	1320	50	100	1470	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	315	95	15	445	115	115	1320	50	100	1470	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	315	95	15	445	115	115	1320	50	100	1470	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	315	95	15	445	115	115	1320	50	100	1470	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	315	95	15	445	115	115	1320	50	100	1470	155

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.09	0.10	0.06	0.01	0.14	0.07	0.07	0.41	0.03	0.06	0.46	0.10
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.694
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
 Base Vol: 50 30 125 225 85 40 15 1395 25 115 1795 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 50 30 125 225 85 40 15 1395 25 115 1795 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 50 30 125 225 85 40 15 1395 25 115 1795 120
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 50 30 125 225 85 40 15 1395 25 115 1795 120
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 50 30 125 225 85 40 15 1395 25 115 1795 120
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 50 30 125 225 85 40 15 1395 25 115 1795 120

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.81 0.19
 Final Sat.: 1000 600 1600 1161 439 1600 1600 4715 85 1600 4499 301

Capacity Analysis Module:
 Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.30 0.30 0.07 0.40 0.40
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.533
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 39 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected				
Rights:	Include		Include		Include		Ovl				
Min. Green:	0	0	0	0	0	0	0	0			
Lanes:	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 5 25 10 70 110 110 140 755 10 50 780 295
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 25 10 70 110 110 140 755 10 50 780 295
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 25 10 70 110 110 140 755 10 50 780 295
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 25 10 70 110 110 140 755 10 50 780 295
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 25 10 70 110 110 140 755 10 50 780 295
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 25 10 70 110 110 140 755 10 50 780 295
 OvlAdjVol: 185

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.25 1.25 0.50 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 400 2000 800 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.01 0.01 0.01 0.04 0.07 0.07 0.09 0.24 0.01 0.03 0.24 0.18
 OvlAdjV/S: 0.12
 Crit Moves: **** **

2046 Plus Project MD Peak Hour

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Scenario: Scenario Report
 2046 Project MD Peak

Command: 2046 Project MD Peak
 Volume: 2046 Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 2	A xxxxx	0.386	A xxxxx	0.386	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
# 4	A xxxxx	0.466	A xxxxx	0.466	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.692	B xxxxx	0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.838	D xxxxx	0.838	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.855	D xxxxx	0.855	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.769	C xxxxx	0.769	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.798	C xxxxx	0.798	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.454	A xxxxx	0.454	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.820	D xxxxx	0.820	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.581	A xxxxx	0.581	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.269	A xxxxx	0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.318	A xxxxx	0.318	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.487	A xxxxx	0.487	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.395	A xxxxx	0.395	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.290	A xxxxx	0.290	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.588	A xxxxx	0.588	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.560	A xxxxx	0.560	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.625	B xxxxx	0.625	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.784	C xxxxx	0.784	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.781	C	xxxxx 0.781	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.497	A	xxxxx 0.497	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	530	0	0	300	775	0	0	0	15	370	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	530	0	0	300	775	0	0	0	15	370	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	530	0	0	300	775	0	0	0	15	370	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	530	0	0	300	775	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	530	0	0	300	775	0	0	0	15	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	530	0	0	300	775	0	0	0	15	370	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.09	0.27	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.386
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0

 Volume Module:
 Base Vol: 0 0 0 310 0 0 530 605 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 310 0 0 530 605 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 310 0 0 530 605 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 310 0 0 530 605 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 310 0 0 530 605 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 310 0 0 530 605 0 0 0 0

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.10 0.00 0.00 0.18 0.19 0.00 0.00 0.00 0.00
 Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

 Street Name: Pier S Ave Ocean Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

 Volume Module:
 Base Vol: 0 210 0 0 0 320 40 0 0 0 0 0 870 450
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 210 0 0 0 320 40 0 0 0 0 0 870 450
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 210 0 0 0 320 40 0 0 0 0 0 870 450
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 210 0 0 0 320 40 0 0 0 0 0 870 450
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 210 0 0 0 320 40 0 0 0 0 0 870 450
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 210 0 0 0 320 40 0 0 0 0 0 870 450

 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00
 Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 3200 2880

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.07 0.00 0.00 0.10 0.03 0.00 0.00 0.00 0.00 0.00 0.27 0.16
 Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Volume Module:

Base Vol: 0 0 0 320 0 0 210 815 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 320 0 0 210 815 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 320 0 0 210 815 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 320 0 0 210 815 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 320 0 0 210 815 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 320 0 0 210 815 0 0 0 0

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 2880 0 0 1600 3200 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.25 0.00 0.00 0.00 0.00
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Navy Way Seaside Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Include Owl Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 0 3 0 1

Volume Module:

Base Vol: 665 0 460 0 0 0 0 1960 15 0 1720 115
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 665 0 460 0 0 0 0 1960 15 0 1720 115
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 665 0 460 0 0 0 0 1960 15 0 1720 115
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 665 0 0 0 0 0 0 1960 15 0 1720 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 665 0 0 0 0 0 0 1960 15 0 1720 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 665 0 0 0 0 0 0 1960 15 0 1720 0

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.: 2850 0 1425 0 0 0 0 4275 1425 0 4275 1425

Capacity Analysis Module:

Vol/Sat: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.01 0.00 0.40 0.00
Crit Volume: 333 0 653 0
Crit Moves: **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 555 440 0 460 0 0 0 0 0 505 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 555 440 0 460 0 0 0 0 0 505 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 555 440 0 460 0 0 0 0 0 505 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 555 440 0 460 0 0 0 0 0 505 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 555 440 0 460 0 0 0 0 0 505 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 555 440 0 460 0 0 0 0 0 505 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.39 0.31 0.00 0.16 0.00 0.00 0.00 0.00 0.18 0.00 0.00
Crit Volume: 555 0 0 253
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 85 5 270 170 5 5 10 315 5 305 250 345
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 5 270 170 5 5 10 315 5 305 250 345
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 5 270 170 5 5 10 315 5 305 250 345
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 85 5 270 170 5 5 10 315 0 305 250 345
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 5 270 170 5 5 10 315 0 305 250 345
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 85 5 270 170 5 5 10 315 0 305 250 345

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.68 0.55 0.77
Final Sat.: 2880 1600 1600 1600 1600 1600 98 3102 1600 1084 889 1227

Capacity Analysis Module:
Vol/Sat: 0.03 0.00 0.17 0.11 0.00 0.00 0.10 0.10 0.00 0.28 0.28 0.28
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.855
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: D

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 165 120 215 190 110 155 40 1470 50 50 1535 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 120 215 190 110 155 40 1470 50 50 1535 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 120 215 190 110 155 40 1470 50 50 1535 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 120 215 190 110 155 40 1470 50 50 1535 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 120 215 190 110 155 40 1470 50 50 1535 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 120 215 190 110 155 40 1470 50 50 1535 240

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 573 1027 668 387 545 1600 4642 158 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.32 0.32 0.03 0.32 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 270 70 230 245 155 85 1230 20 70 1475 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 270 70 230 245 155 85 1230 20 70 1475 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 270 70 230 245 155 85 1230 20 70 1475 305
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 270 70 230 245 155 85 1230 20 70 1475 305
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 270 70 230 245 155 85 1230 20 70 1475 305
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 270 70 230 245 155 85 1230 20 70 1475 305

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4723 77 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.08 0.04 0.14 0.08 0.10 0.05 0.26 0.26 0.04 0.31 0.19
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.798
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 71 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 120 50 0 335 45 120 170 895 155 30 1110 480
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 120 50 0 335 45 120 170 895 155 30 1110 480
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 120 50 0 335 45 120 170 895 155 30 1110 480
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 120 50 0 335 45 0 170 895 155 30 1110 480
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 120 50 0 335 45 0 170 895 155 30 1110 480
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 120 50 0 335 45 0 170 895 155 30 1110 480

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.56 0.44 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4091 709 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.08 0.02 0.00 0.21 0.01 0.00 0.11 0.22 0.22 0.02 0.35 0.30
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
 Base Vol: 0 0 0 20 0 240 200 1365 0 0 1220 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 240 200 1365 0 0 1220 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 240 200 1365 0 0 1220 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 240 200 1365 0 0 1220 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 240 200 1365 0 0 1220 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 240 200 1365 0 0 1220 50

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.17 0.14 0.32 0.00 0.00 0.29 0.04
 Crit Volume: 0 240 0 407
 Crit Moves: **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1
Volume Module:
Base Vol: 235 165 110 225 230 95 115 1340 235 100 1390 200
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 235 165 110 225 230 95 115 1340 235 100 1390 200
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 235 165 110 225 230 95 115 1340 235 100 1390 200
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 235 165 110 225 230 95 115 1340 0 100 1390 200
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 165 110 225 230 95 115 1340 0 100 1390 200
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 235 165 110 225 230 95 115 1340 0 100 1390 200
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.76 1.24 1.00 1.00 2.12 0.88 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2512 1763 1425 1425 3025 1250 1425 2850 1425 1425 2850 1425
Capacity Analysis Module:
Vol/Sat: 0.09 0.09 0.08 0.16 0.08 0.08 0.08 0.47 0.00 0.07 0.49 0.14
Crit Volume: 133 225 115 695
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1
Volume Module:
Base Vol: 5 70 580 35 50 105 65 1005 5 330 1135 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 70 580 35 50 105 65 1005 5 330 1135 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 70 580 35 50 105 65 1005 5 330 1135 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 70 580 35 50 105 65 1005 5 330 1135 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 70 580 35 50 105 65 1005 5 330 1135 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 70 580 35 50 105 65 1005 5 330 1135 50
Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2730 120
Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.20 0.02 0.02 0.07 0.05 0.35 0.00 0.12 0.42 0.42
Crit Volume: 290 35 503 0
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.269
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 55 235 45 140 385 45 60 0 60 40 0 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 235 45 140 385 45 60 0 60 40 0 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 235 45 140 385 45 60 0 60 40 0 215
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 55 235 0 140 385 45 60 0 60 40 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 235 0 140 385 45 60 0 60 40 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 55 235 0 140 385 45 60 0 60 40 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.79 0.21 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2462 288 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.04 0.09 0.00 0.05 0.16 0.16 0.04 0.00 0.04 0.03 0.00 0.00
Crit Volume: 55 215 60 40
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.318
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 21 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 0 5 125 10 10 30 60 430 0 35 485 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 5 125 10 10 30 60 430 0 35 485 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 5 125 10 10 30 60 430 0 35 485 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 5 125 10 10 30 60 430 0 35 485 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 5 125 10 10 30 60 430 0 35 485 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 5 125 10 10 30 60 430 0 35 485 35

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.04 0.96 1.00 0.25 0.75 0.24 1.76 0.00 0.12 1.75 0.13
Final Sat.: 1500 58 1442 1500 375 1125 367 2633 0 189 2622 189

Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.16 0.16 0.00 0.18 0.19 0.18
Crit Volume: 130 10 60 278
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Avalon Blvd				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	60	30	5	5	95	170	225	450	70	15	520	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	5	5	95	170	225	450	70	15	520	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	30	5	5	95	170	225	450	70	15	520	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	30	5	5	95	170	225	450	70	15	520	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	5	5	95	170	225	450	70	15	520	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	5	5	95	170	225	450	70	15	520	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.60	1.21	0.19	0.05	1.90	0.05
Final Sat.:	1500	1342	158	56	1444	1500	906	1812	282	82	2836	82

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.09	0.07	0.11	0.25	0.25	0.25	0.18	0.18	0.18
Crit Volume:	60					170	225				275	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name:	Fries Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0

Volume Module:

Base Vol:	105	20	165	10	10	20	10	535	5	75	685	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	20	165	10	10	20	10	535	5	75	685	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	20	165	10	10	20	10	535	5	75	685	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	20	165	10	10	20	10	535	5	75	685	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	20	165	10	10	20	10	535	5	75	685	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	20	165	10	10	20	10	535	5	75	685	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.33	0.67	0.04	1.94	0.02	0.19	1.77	0.04
Final Sat.:	1500	162	1338	1500	500	1000	55	2918	27	290	2652	58

Capacity Analysis Module:

Vol/Sat:	0.07	0.12	0.12	0.01	0.02	0.02	0.18	0.18	0.18	0.26	0.26	0.26
Crit Volume:	185			10			10			388		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.290
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 15 10 0 15 15 665 5 10 770 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 15 10 0 15 15 665 5 10 770 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 15 10 0 15 15 665 5 10 770 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 15 10 0 15 15 665 5 10 770 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 15 10 0 15 15 665 5 10 770 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 15 10 0 15 15 665 5 10 770 10

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.40 0.00 0.60 0.04 1.95 0.01 0.02 1.95 0.03
Final Sat.: 0 1500 1500 600 0 900 66 2912 22 38 2924 38

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.23 0.23 0.23 0.26 0.26 0.26
Crit Volume: 15 10 15 395
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 0

Volume Module:

Base Vol: 0 0 0 20 0 185 105 775 0 0 800 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 185 105 775 0 0 800 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 185 105 775 0 0 800 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 185 105 775 0 0 800 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 185 105 775 0 0 800 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 185 105 775 0 0 800 30

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 1.93 0.07
Final Sat.: 0 1200 0 234 966 1200 1200 2400 0 1200 2313 87

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.15 0.09 0.32 0.00 0.00 0.35 0.35
Crit Volume: 0 185 105 415
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 0 0 0 335 0 570 90 475 0 0 575 415
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 335 0 570 90 475 0 0 575 415
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 335 0 570 90 475 0 0 575 415
User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 335 0 0 90 475 0 0 575 415
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 335 0 0 90 475 0 0 575 415
PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 335 0 0 90 475 0 0 575 415

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.06 0.16 0.00 0.00 0.19 0.28
Crit Volume: 0 335 90 415
Crit Moves: **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.625
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:

Base Vol: 0 0 0 150 0 135 250 1415 0 0 1265 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 150 0 135 250 1415 0 0 1265 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 150 0 135 250 1415 0 0 1265 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 150 0 135 250 1415 0 0 1265 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 150 0 135 250 1415 0 0 1265 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 150 0 135 250 1415 0 0 1265 205

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.58 0.42
Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3679 596

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.09 0.18 0.50 0.00 0.00 0.34 0.34
Crit Volume: 0 150 250 490
Crit Moves: **** **** ****

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #23 Pacific Coast Hwy / Santa Fe Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
 Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 72 Level Of Service: C

Street Name:	Santa Fe Ave				Pacific Coast Hwy					
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Prot+Permit		Prot+Permit		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	410	120	5	395	80	155	1390	30	0	1335	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	410	120	5	395	80	155	1390	30	0	1335	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	410	120	5	395	80	155	1390	30	0	1335	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	410	120	5	395	80	155	1390	30	0	1335	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	410	120	5	395	80	155	1390	30	0	1335	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	410	120	5	395	80	155	1390	30	0	1335	135

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.13	0.08	0.00	0.12	0.05	0.10	0.43	0.02	0.00	0.42	0.08
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.781
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0

Volume Module:
 Base Vol: 35 35 300 230 55 50 15 1485 25 110 1500 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 35 300 230 55 50 15 1485 25 110 1500 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 35 300 230 55 50 15 1485 25 110 1500 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 35 300 230 55 50 15 1485 25 110 1500 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 35 300 230 55 50 15 1485 25 110 1500 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 35 300 230 55 50 15 1485 25 110 1500 190

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.50 0.50 1.00 0.81 0.19 1.00 1.00 2.95 0.05 1.00 2.66 0.34
 Final Sat.: 800 800 1600 1291 309 1600 1600 4721 79 1600 4260 540

Capacity Analysis Module:
 Vol/Sat: 0.02 0.04 0.19 0.14 0.18 0.03 0.01 0.31 0.31 0.07 0.35 0.35
 Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.497
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 37 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Protected		
Rights:	Include			Include		
Min. Green:	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0

Volume Module:
 Base Vol: 0 30 25 30 85 125 230 730 25 80 620 345
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 30 25 30 85 125 230 730 25 80 620 345
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 30 25 30 85 125 230 730 25 80 620 345
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 30 25 30 85 125 230 730 25 80 620 345
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 30 25 30 85 125 230 730 25 80 620 345
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 30 25 30 85 125 230 730 25 80 620 345
 OvlAdjVol: 220

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.09 0.91 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 0 1745 1455 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.00 0.02 0.02 0.02 0.05 0.08 0.14 0.23 0.02 0.05 0.19 0.22
 OvlAdjV/S: 0.14
 Crit Moves: **** **

2046 Plus Project PM Peak Hour

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Scenario: Scenario Report
 2046 Project PM Peak

Command: 2046 Project PM Peak
 Volume: 2046 Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
	LOS Veh	C	LOS Veh	C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 2	A xxxxx	0.390	A xxxxx	0.390	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.394	A xxxxx	0.394	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.678	B xxxxx	0.678	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.761	C xxxxx	0.761	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.947	E xxxxx	0.947	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.879	D xxxxx	0.879	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.668	B xxxxx	0.668	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.988	E xxxxx	0.988	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.826	D xxxxx	0.826	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.530	A xxxxx	0.530	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.792	C xxxxx	0.792	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.896	D xxxxx	0.896	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.723	C xxxxx	0.723	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.945	E xxxxx	0.945	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.907	E xxxxx	0.907	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.623	B xxxxx	0.623	+ 0.000 V/C

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Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	605	0	0	230	745	0	0	0	20	250	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	605	0	0	230	745	0	0	0	20	250	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	605	0	0	230	745	0	0	0	20	250	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	605	0	0	230	745	0	0	0	20	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	605	0	0	230	745	0	0	0	20	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	605	0	0	230	745	0	0	0	20	250	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.07	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

```

*****
Intersection #2
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.390
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28      Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Protected      Protected
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 250 0 0 610 350 0 0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 250 0 0 610 350 0 0 0 0 0
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 0 0 250 0 0 610 350 0 0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 250 0 0 610 350 0 0 0 0 0
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 0 0 250 0 0 610 350 0 0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 250 0 0 610 350 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00 0.00
Final Sat.:  0 3200 1600 3200 0 0 2880 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00 0.00 0.08 0.00 0.00 0.21 0.11 0.00 0.00 0.00 0.00 0.00
Crit Moves:  ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #3 Pier S Ave / Ocean Blvd
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.394
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    28      Level Of Service:      A
*****
Street Name:      Pier S Ave      Ocean Blvd
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Protected      Protected      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:        0 0 2 0 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 395 0 0 0 270 165 0 0 0 0 0 545 280
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 395 0 0 0 270 165 0 0 0 0 0 545 280
Added Vol:    0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:  0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:   0 395 0 0 0 270 165 0 0 0 0 0 545 280
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 395 0 0 0 270 165 0 0 0 0 0 545 280
Reduct Vol:   0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:  0 395 0 0 0 270 165 0 0 0 0 0 545 280
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 395 0 0 0 270 165 0 0 0 0 0 545 280
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:       0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 2.00 2.00 0.00 0.00
Final Sat.:  0 3200 0 0 3200 1600 0 0 0 0 3200 2880
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.00 0.12 0.00 0.00 0.08 0.10 0.00 0.00 0.00 0.00 0.00 0.17 0.10
Crit Moves:  ****      ****      ****
*****
    
```

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.441
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      270 0 0      395 690 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0      270 0 0      395 690 0      0 0 0 0
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  0 0 0 0      270 0 0      395 690 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      270 0 0      395 690 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      270 0 0      395 690 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      270 0 0      395 690 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.09 0.00 0.00 0.25 0.22 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.865
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    138         Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      660 0 870 0 0 0      0 2710 305 0 2490 120
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   660 0 870 0 0 0      0 2710 305 0 2490 120
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  660 0 870 0 0 0      0 2710 305 0 2490 120
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   660 0 0 0      0 0 0 0      0 2710 305 0 2490 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  660 0 0 0      0 0 0 0      0 2710 305 0 2490 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  660 0 0 0      0 0 0 0      0 2710 305 0 2490 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.63 0.21 0.00 0.58 0.00
Crit Volume:  330          0          903          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 545 275 0 295 0 0 0 0 0 250 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 545 275 0 295 0 0 0 0 0 250 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 275 0 295 0 0 0 0 0 250 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 275 0 295 0 0 0 0 0 250 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 275 0 295 0 0 0 0 0 250 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 275 0 295 0 0 0 0 0 250 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.19 0.00 0.10 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 0 0 125
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 120 0 160 60 0 10 40 225 210 365 335 190
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 0 160 60 0 10 40 225 210 365 335 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 0 160 60 0 10 40 225 210 365 335 190
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 120 0 160 60 0 10 40 225 0 365 335 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 0 160 60 0 10 40 225 0 365 335 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 120 0 160 60 0 10 40 225 0 365 335 190

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.30 1.70 1.00 0.82 0.75 0.43
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1312 1204 683

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.10 0.04 0.00 0.01 0.08 0.08 0.00 0.28 0.28 0.28
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 55 55 125 190 40 135 30 1635 30 50 1680 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 55 125 190 40 135 30 1635 30 50 1680 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 55 125 190 40 135 30 1635 30 50 1680 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 55 125 190 40 135 30 1635 30 50 1680 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 55 125 190 40 135 30 1635 30 50 1680 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 55 125 190 40 135 30 1635 30 50 1680 205

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 489 1111 833 175 592 1600 4714 86 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.35 0.35 0.03 0.35 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.947
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 Level Of Service: E

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 15 280 110 505 265 155 85 1605 5 45 1420 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 280 110 505 265 155 85 1605 5 45 1420 430
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 280 110 505 265 155 85 1605 5 45 1420 430
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 280 110 505 265 155 85 1605 5 45 1420 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 280 110 505 265 155 85 1605 5 45 1420 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 280 110 505 265 155 85 1605 5 45 1420 430

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4785 15 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.09 0.07 0.32 0.08 0.10 0.05 0.34 0.34 0.03 0.30 0.27
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.879
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 95 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
 Base Vol: 355 215 35 285 195 85 125 1430 465 25 1275 325
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 355 215 35 285 195 85 125 1430 465 25 1275 325
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 355 215 35 285 195 85 125 1430 465 25 1275 325
 User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 355 215 0 285 195 0 125 1430 465 25 1275 325
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 355 215 0 285 195 0 125 1430 465 25 1275 325
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 355 215 0 285 195 0 125 1430 465 25 1275 325

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.26 0.74 1.00 2.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3622 1178 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.22 0.07 0.00 0.18 0.06 0.00 0.08 0.39 0.39 0.02 0.40 0.20
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: B

Street Name: Farragut Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
 Base Vol: 0 0 0 60 0 370 205 1895 0 0 1745 80
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 60 0 370 205 1895 0 0 1745 80
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 60 0 370 205 1895 0 0 1745 80
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 60 0 370 205 1895 0 0 1745 80
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 60 0 370 205 1895 0 0 1745 80
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 60 0 370 205 1895 0 0 1745 80

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
 Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.26 0.14 0.44 0.00 0.00 0.41 0.06
 Crit Volume: 0 370 0 582
 Crit Moves: **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.988
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Henry Ford Ave				Anaheim St								
Approach:	North Bound		South Bound		East Bound		West Bound						
Movement:	L	T	R	L	T	R	L	T	R				
Control:	Split Phase		Split Phase		Permitted		Permitted						
Rights:	Include		Include		Ignore		Include						
Min. Green:	0	0	0	0	0	0	0	0	0				
Lanes:	1	1	0	1	0	2	1	0	1	0	2	0	1

Volume Module:

Base Vol:	320	340	195	220	170	55	100	1775	265	80	1670	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	340	195	220	170	55	100	1775	265	80	1670	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	340	195	220	170	55	100	1775	265	80	1670	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	340	195	220	170	55	100	1775	0	80	1670	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	340	195	220	170	55	100	1775	0	80	1670	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	340	195	220	170	55	100	1775	0	80	1670	135

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	1.55	1.00	1.00	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2073	2202	1425	1425	3230	1045	1425	2850	1425	1425	2850	1425

Capacity Analysis Module:

Vol/Sat:	0.15	0.15	0.14	0.15	0.05	0.05	0.07	0.62	0.00	0.06	0.59	0.09
Crit Volume:	220	220	888	80	****	****	****	****	****	****	****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.826
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: D

Street Name:	Alameda St				Anaheim St									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R					
Control:	Permitted		Permitted		Protected		Protected							
Rights:	Ovl		Include		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0					
Lanes:	1	0	1	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	25	250	850	25	410	175	120	1245	20	450	1530	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	250	850	25	410	175	120	1245	20	450	1530	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	250	850	25	410	175	120	1245	20	450	1530	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	250	850	25	410	175	120	1245	20	450	1530	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	250	850	25	410	175	120	1245	20	450	1530	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	250	850	25	410	175	120	1245	20	450	1530	35

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	1425	1425	2850	1425	2850	1425	1425	2850	1425	2850	2786	64

Capacity Analysis Module:

Vol/Sat:	0.02	0.18	0.30	0.02	0.14	0.12	0.08	0.44	0.01	0.16	0.55	0.55
Crit Volume:	250	25	120	783	****	****	****	****	****	****	****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Ignore	Include	Include	Ignore
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	2 0 1 1 0	1 0 0 1 0	0 1 0 0 1

Volume Module:
Base Vol: 85 345 85 100 335 35 70 0 10 110 0 300
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 345 85 100 335 35 70 0 10 110 0 300
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 345 85 100 335 35 70 0 10 110 0 300
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 345 0 100 335 35 70 0 10 110 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 345 0 100 335 35 70 0 10 110 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 345 0 100 335 35 70 0 10 110 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 185 70 110
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:
Base Vol: 10 5 210 90 5 200 145 575 0 65 530 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 210 90 5 200 145 575 0 65 530 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 210 90 5 200 145 575 0 65 530 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 210 90 5 200 145 575 0 65 530 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 210 90 5 200 145 575 0 65 530 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 210 90 5 200 145 575 0 65 530 95

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27
Final Sat.: 1500 35 1465 1500 37 1463 604 2396 0 283 2304 413

Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23
Crit Volume: 215 90 145 345
Crit Moves: **** **** **** ****

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name:	Avalon Blvd			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	90	80	5	10	110	255	455	655	35	50	705	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	10	110	255	455	655	35	50	705	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	10	110	255	455	655	35	50	705	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	10	110	255	455	655	35	50	705	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	655	35	50	705	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	10	110	255	455	655	35	50	705	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1192	1716	92	194	2729	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.38	0.38	0.38	0.26	0.26	0.26
Crit Volume:	90			255	455	388						
Crit Moves:	****			****	****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Fries Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
Lanes:	1 0 0 1 0	1 0 0 1 0	1 0 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	150	25	140	10	5	25	15	975	5	40	965	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	25	140	10	5	25	15	975	5	40	965	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	25	140	10	5	25	15	975	5	40	965	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	25	140	10	5	25	15	975	5	40	965	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	140	10	5	25	15	975	5	40	965	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	140	10	5	25	15	975	5	40	965	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.96	0.01	0.08	1.85	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2940	15	115	2784	101

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.01	0.02	0.02	0.33	0.33	0.33	0.35	0.35	0.35
Crit Volume:	150			30	498	40						
Crit Moves:	****			****	****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Neptune Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 1 0 1 0	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0	0 1 0 1 0

Volume Module:

Base Vol:	60	0	45	10	5	30	20	935	30	15	1190	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	0	45	10	5	30	20	935	30	15	1190	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	0	45	10	5	30	20	935	30	15	1190	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	45	10	5	30	20	935	30	15	1190	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	45	10	5	30	20	935	30	15	1190	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	45	10	5	30	20	935	30	15	1190	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	0.22	0.11	0.67	0.04	1.90	0.06	0.02	1.96	0.02
Final Sat.:	1500	214	1286	333	167	1000	61	2848	91	37	2926	37

Capacity Analysis Module:

Vol/Sat:	0.04	0.00	0.03	0.03	0.03	0.03	0.33	0.33	0.33	0.41	0.41	0.41
Crit Volume:	60						45	20		610		
Crit Moves:	****						****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.896
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

Street Name:	King Ave			Harry Bridges Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 0	0 1 0 1 0	0 1 0 1 0	1 0 1 1 0	1 0 1 1 0	1 0 1 1 0

Volume Module:

Base Vol:	0	0	0	80	0	220	200	895	0	0	995	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	80	0	220	200	895	0	0	995	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	80	0	220	200	895	0	0	995	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	80	0	220	200	895	0	0	995	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	80	0	220	200	895	0	0	995	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	80	0	220	200	895	0	0	995	315

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Lanes:	0.00	1.00	0.00	0.53	0.47	1.00	1.00	2.00	0.00	1.00	1.52	0.48
Final Sat.:	0	1200	0	640	560	1200	1200	2400	0	1200	1823	577

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.18	0.17	0.37	0.00	0.00	0.55	0.55
Crit Volume:	0					220	200			655		
Crit Moves:				****	****	****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

Street Name:	Figueroa St				Harry Bridges Blvd									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L	T	R	L	T	R	L	T	R	L	T	R		
Control:	Permitted		Permitted		Permitted		Permitted							
Rights:	Include		Ignore		Include		Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	0	1	0	1	0	2	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	0	0	0	575	0	690	115	640	0	0	1300	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	575	0	690	115	640	0	0	1300	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	575	0	690	115	640	0	0	1300	580
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	575	0	0	115	640	0	0	1300	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	575	0	0	115	640	0	0	1300	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	575	0	0	115	640	0	0	1300	580

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.38	0.00	0.00	0.08	0.21	0.00	0.00	0.43	0.39
Crit Volume:	0			575			115	650			650	
Crit Moves:				****			****	****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: C

Street Name:	Alameda St Ramp				PCH							
Approach:	North Bound		South Bound		East Bound		West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected					
Rights:	Include		Include		Include		Include					
Min. Green:	0	0	0	0	0	0	0	0				
Lanes:	0	0	0	0	1	0	0	0	1			

Volume Module:

Base Vol:	0	0	0	260	0	240	235	1540	0	0	1320	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	260	0	240	235	1540	0	0	1320	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	260	0	240	235	1540	0	0	1320	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	260	0	240	235	1540	0	0	1320	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	0	240	235	1540	0	0	1320	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	260	0	240	235	1540	0	0	1320	215

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.58	0.42
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3676	599

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.17	0.16	0.54	0.00	0.00	0.36	0.36
Crit Volume:	0			260			770	0			0	
Crit Moves:				****			****	****			****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.945
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	5	580	120	10	425	125	210	1645	10	165	1270	110	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	580	120	10	425	125	210	1645	10	165	1270	110	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	5	580	120	10	425	125	210	1645	10	165	1270	110	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	5	580	120	10	425	125	210	1645	10	165	1270	110	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	580	120	10	425	125	210	1645	10	165	1270	110	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	5	580	120	10	425	125	210	1645	10	165	1270	110	

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.08	0.01	0.13	0.08	0.13	0.51	0.01	0.10	0.40	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0 1 0 2 1 0

Volume Module:

Base Vol: 35 75 305 325 115 35 30 1895 25 75 1375 265
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 75 305 325 115 35 30 1895 25 75 1375 265
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 75 305 325 115 35 30 1895 25 75 1375 265
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 75 305 325 115 35 30 1895 25 75 1375 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 75 305 325 115 35 30 1895 25 75 1375 265
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 75 305 325 115 35 30 1895 25 75 1375 265

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.52 0.48
Final Sat.: 509 1091 1600 1182 418 1600 1600 4738 63 1600 4024 776

Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.40 0.40 0.05 0.34 0.34
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 30 30 35 15 145 200 1010 0 5 855 295
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 30 30 35 15 145 200 1010 0 5 855 295
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 30 30 35 15 145 200 1010 0 5 855 295
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 30 30 35 15 145 200 1010 0 5 855 295
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 30 35 15 145 200 1010 0 5 855 295
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 30 35 15 145 200 1010 0 5 855 295
OvlAdjVol: 150

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.15 0.93 0.92 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 246 1477 1477 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.09 0.13 0.32 0.00 0.00 0.27 0.18
OvlAdjV/S: 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09 0.09
Crit Moves: **** **

2046 Plus Alternative 1: No Project AM Peak Hour

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 Year 2046 AM Peak - WO Project W ICTF

Scenario: 2046 WO Project AM Peak

Scenario Report

Command: 2046 WO Project AM Peak
 Volume: 2046 WO Project AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2046 AM Peak - WO Project W ICTF

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
	B xxxxx	0.614	B xxxxx	0.614	
# 2	A xxxxx	0.446	A xxxxx	0.446	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.534	A xxxxx	0.534	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.991	E xxxxx	0.991	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.774	C xxxxx	0.774	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.811	D xxxxx	0.811	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C xxxxx	0.758	C xxxxx	0.758	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.522	A xxxxx	0.522	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.833	D xxxxx	0.833	+ 0.000 V/C
# 13 Anaheim St / Alameda St	C xxxxx	0.732	C xxxxx	0.732	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.397	A xxxxx	0.397	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.638	B xxxxx	0.638	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.437	A xxxxx	0.437	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.639	B xxxxx	0.639	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.924	E xxxxx	0.924	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.711	C	xxxxx 0.711	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A	xxxxx 0.547	A	xxxxx 0.547	+ 0.000 V/C

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Level of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: B

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0
	0	0	0	0	0	0
	1	0	2	0	2	0

Volume Module:

Base Vol:	5	555	0	0	470	890	0	0	0	15	485	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	555	0	0	470	890	0	0	0	15	485	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	555	0	0	470	890	0	0	0	15	485	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	555	0	0	470	890	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	555	0	0	470	890	0	0	0	15	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	555	0	0	470	890	0	0	0	15	485	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.15	0.31	0.00	0.00	0.00	0.01	0.15	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns: Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for North Bound, South Bound, East Bound, West Bound.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.534
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Pier S Ave, Ocean Blvd.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.402
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns for different traffic movements and 10 rows for various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for movements and 2 rows for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.991
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Table with 4 columns: Navy Way, Seaside Ave. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns for different traffic movements and 10 rows for various volume metrics like Base Vol, Growth Adj, etc.

Saturation Flow Module table with 12 columns for movements and 4 rows for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns for movements and 2 rows for Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
 Base Vol: 0 435 285 0 445 0 0 0 0 540 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 435 285 0 445 0 0 0 0 540 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 435 285 0 445 0 0 0 0 540 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 435 285 0 445 0 0 0 0 540 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 435 285 0 445 0 0 0 0 540 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 435 285 0 445 0 0 0 0 540 0 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.31 0.20 0.00 0.16 0.00 0.00 0.00 0.00 0.19 0.00 0.00
 Crit Volume: 435 0 270
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.893
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 109 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
 Base Vol: 150 20 450 155 10 5 10 345 25 290 240 185
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 150 20 450 155 10 5 10 345 25 290 240 185
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 150 20 450 155 10 5 10 345 25 290 240 185
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 150 20 450 155 10 5 10 345 0 290 240 185
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 150 20 450 155 10 5 10 345 0 290 240 185
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 150 20 450 155 10 5 10 345 0 290 240 185

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.33 0.67 0.06 1.94 1.00 0.81 0.67 0.52
 Final Sat.: 2880 1600 1600 1600 2133 1067 90 3110 1600 1298 1074 828

Capacity Analysis Module:
 Vol/Sat: 0.05 0.01 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.774
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 66 Level Of Service: C

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	1

Volume Module:
 Base Vol: 145 120 130 90 70 105 40 830 30 50 1790 275
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 145 120 130 90 70 105 40 830 30 50 1790 275
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 145 120 130 90 70 105 40 830 30 50 1790 275
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 145 120 130 90 70 105 40 830 30 50 1790 275
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 145 120 130 90 70 105 40 830 30 50 1790 275
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 145 120 130 90 70 105 40 830 30 50 1790 275

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.90 0.10 1.00 3.00 1.00
 Final Sat.: 1600 768 832 543 423 634 1600 4633 167 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.18 0.18 0.03 0.37 0.17
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.811
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 85 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 40 300 50 320 300 110 35 1035 265 75 1460 505
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 40 300 50 320 300 110 35 1035 265 75 1460 505
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 40 300 50 320 300 110 35 1035 265 75 1460 505
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 40 300 50 320 300 110 35 1035 265 75 1460 505
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 40 300 50 320 300 110 35 1035 265 75 1460 505
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 40 300 50 320 300 110 35 1035 265 75 1460 505

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.39 0.61 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3822 978 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.09 0.03 0.20 0.09 0.07 0.02 0.27 0.27 0.05 0.30 0.32
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 270 135 20 325 200 25 65 990 225 55 1125 420
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 270 135 20 325 200 25 65 990 225 55 1125 420
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 270 135 20 325 200 25 65 990 225 55 1125 420
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 270 135 0 325 200 0 65 990 225 55 1125 420
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 270 135 0 325 200 0 65 990 225 55 1125 420
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 270 135 0 325 200 0 65 990 225 55 1125 420

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.44 0.56 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3911 889 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.17 0.04 0.00 0.20 0.06 0.00 0.04 0.25 0.25 0.03 0.35 0.26
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 20 0 220 240 1265 0 0 1450 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 220 240 1265 0 0 1450 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 220 240 1265 0 0 1450 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 220 240 1265 0 0 1450 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 220 240 1265 0 0 1450 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 220 240 1265 0 0 1450 55

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.17 0.30 0.00 0.00 0.34 0.04
Crit Volume: 0 20 240 483
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.833
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 112 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	1	0	2	1	1	0	2	0	1	1

Volume Module:
 Base Vol: 280 260 80 210 205 55 35 1315 350 50 1525 140
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 280 260 80 210 205 55 35 1315 350 50 1525 140
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 280 260 80 210 205 55 35 1315 350 50 1525 140
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 280 260 80 210 205 55 35 1315 0 50 1525 140
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 280 260 80 210 205 55 35 1315 0 50 1525 140
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 280 260 80 210 205 55 35 1315 0 50 1525 140

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.56 1.44 1.00 1.00 2.37 0.63 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2217 2058 1425 1425 3371 904 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.13 0.13 0.06 0.15 0.06 0.06 0.02 0.46 0.00 0.04 0.54 0.10
 Crit Volume: 180 210 35 763
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.732
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 69 Level Of Service: C

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	1	1	1	1	1	0	2	0	1	1

Volume Module:
 Base Vol: 25 250 745 25 265 120 130 965 25 465 1220 55
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 250 745 25 265 120 130 965 25 465 1220 55
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 250 745 25 265 120 130 965 25 465 1220 55
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 250 745 25 265 120 130 965 25 465 1220 55
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 250 745 25 265 120 130 965 25 465 1220 55
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 250 745 25 265 120 130 965 25 465 1220 55

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

Capacity Analysis Module:
 Vol/Sat: 0.02 0.18 0.26 0.02 0.09 0.08 0.09 0.34 0.02 0.16 0.45 0.45
 Crit Volume: 250 25 130 638
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 50 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Split Phase			Split Phase				
Rights:	Ignore			Include			Include			Ignore				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	1	0	0	1	0	0	1

Volume Module:

Base Vol:	155	500	160	125	470	20	80	5	205	130	5	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	500	160	125	470	20	80	5	205	130	5	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	500	160	125	470	20	80	5	205	130	5	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	155	500	0	125	470	20	80	5	205	130	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	500	0	125	470	20	80	5	205	130	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	500	0	125	470	20	80	5	205	130	5	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.92	0.08	1.00	0.02	0.98	0.96	0.04	1.00
Final Sat.:	1375	2750	1375	2750	2638	112	1375	33	1342	1324	51	1375

Capacity Analysis Module:

Vol/Sat:	0.11	0.18	0.00	0.05	0.18	0.18	0.06	0.15	0.15	0.10	0.10	0.00
Crit Volume:	155			245			210		135			
Crit Moves:	****			****			****		****	****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	0	1	0	1

Volume Module:

Base Vol:	5	5	65	95	5	105	75	420	5	135	505	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	65	95	5	105	75	420	5	135	505	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	5	65	95	5	105	75	420	5	135	505	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	65	95	5	105	75	420	5	135	505	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	65	95	5	105	75	420	5	135	505	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	5	65	95	5	105	75	420	5	135	505	70

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.07	0.93	1.00	0.05	0.95	0.30	1.68	0.02	0.38	1.42	0.20
Final Sat.:	1500	107	1393	1500	68	1432	450	2520	30	570	2134	296

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.05	0.06	0.07	0.07	0.17	0.17	0.17	0.24	0.24	0.24
Crit Volume:			70	95			75			355		
Crit Moves:	****	****		****	****		****	****		****	****	

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.638
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	40	25	10	25	140	265	350	415	130	25	555	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	25	140	265	350	415	130	25	555	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	25	140	265	350	415	130	25	555	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	415	130	25	555	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	415	130	25	555	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	415	130	25	555	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.78	0.93	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1173	1391	436	124	2752	124

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.30	0.30	0.30	0.20	0.20	0.20
Crit Volume:	40			265	350					303		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.437
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 26 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	140	15	95	25	15	10	10	745	65	80	705	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	15	95	25	15	10	10	745	65	80	705	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	15	95	25	15	10	10	745	65	80	705	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	15	95	25	15	10	10	745	65	80	705	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	95	25	15	10	10	745	65	80	705	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	95	25	15	10	10	745	65	80	705	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.82	0.16	0.20	1.76	0.04
Final Sat.:	1500	205	1295	1500	900	600	37	2726	238	300	2644	56

Capacity Analysis Module:

Vol/Sat:	0.09	0.07	0.07	0.02	0.02	0.02	0.27	0.27	0.27	0.27	0.27	0.27
Crit Volume:	140			25			410			80		
Crit Moves:	****			****	****		****	****		****	****	

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 5 0 20 10 5 30 10 870 5 20 785 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 20 10 5 30 10 870 5 20 785 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 0 20 10 5 30 10 870 5 20 785 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 20 10 5 30 10 870 5 20 785 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 20 10 5 30 10 870 5 20 785 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 0 20 10 5 30 10 870 5 20 785 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.60 1.00 0.22 0.11 0.67 0.02 1.97 0.01 0.05 1.94 0.01
Final Sat.: 600 900 1500 333 167 1000 34 2949 17 74 2907 19

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.03 0.03 0.03 0.29 0.30 0.30 0.27 0.27 0.27
Crit Volume: 5 443 20
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 70 0 305 85 890 0 0 840 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 70 0 305 85 890 0 0 840 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 70 0 305 85 890 0 0 840 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 70 0 305 85 890 0 0 840 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 70 0 305 85 890 0 0 840 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 70 0 305 85 890 0 0 840 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.37 0.63 1.00 1.00 2.00 0.00 1.00 1.93 0.07
Final Sat.: 0 1200 0 448 752 1200 1200 2400 0 1200 2317 83

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.25 0.07 0.37 0.00 0.00 0.36 0.36
Crit Volume: 0 305 85
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 62 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Ignore			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	1	0	2	0	1

Volume Module:
 Base Vol: 0 0 5 370 0 575 165 720 0 5 595 610
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 370 0 575 165 720 0 5 595 610
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 370 0 575 165 720 0 5 595 610
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 370 0 165 720 0 5 595 610
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 370 0 165 720 0 5 595 610
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 370 0 165 720 0 5 595 610

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.25 0.00 0.00 0.11 0.24 0.00 0.00 0.20 0.41
 Crit Volume: 5 370 165 610
 Crit Moves: **** **** **** ****

Port of Los Angeles
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 Year 2046 AM Peak - WO Project W ICTF

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: B

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	1	0	0	0	1	1	0	2	0	0	1

Volume Module:
 Base Vol: 0 0 0 280 0 235 205 1120 0 0 1060 215
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 280 0 235 205 1120 0 0 1060 215
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 280 0 235 205 1120 0 0 1060 215
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 280 0 235 205 1120 0 0 1060 215
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 280 0 235 205 1120 0 0 1060 215
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 280 0 235 205 1120 0 0 1060 215

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.49 0.51
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3554 721

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.20 0.00 0.16 0.14 0.39 0.00 0.00 0.30 0.30
 Crit Volume: 0 280 205 425
 Crit Moves: **** **** ****

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.924

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 119 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

-----|-----|-----|-----|

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 140 315 95 15 445 115 115 1375 60 100 1555 155

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 140 315 95 15 445 115 115 1375 60 100 1555 155

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 140 315 95 15 445 115 115 1375 60 100 1555 155

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 140 315 95 15 445 115 115 1375 60 100 1555 155

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 140 315 95 15 445 115 115 1375 60 100 1555 155

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 140 315 95 15 445 115 115 1375 60 100 1555 155

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.09 0.10 0.06 0.01 0.14 0.07 0.07 0.43 0.04 0.06 0.49 0.10

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1	0	1	0	2	1	0	2

Volume Module:
Base Vol: 50 30 125 225 85 40 15 1440 25 115 1880 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 30 125 225 85 40 15 1440 25 115 1880 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 30 125 225 85 40 15 1440 25 115 1880 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 30 125 225 85 40 15 1440 25 115 1880 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 30 125 225 85 40 15 1440 25 115 1880 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 30 125 225 85 40 15 1440 25 115 1880 120

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.82 0.18
Final Sat.: 1000 600 1600 1161 439 1600 1600 4718 82 1600 4512 288

Capacity Analysis Module:
Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.31 0.31 0.07 0.42 0.42
Crit Moves: **** **

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Year 2046 AM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	1	0	1	0	2	0	1	0

Volume Module:
Base Vol: 5 25 10 145 110 110 140 785 10 50 790 535
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 10 145 110 110 140 785 10 50 790 535
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 10 145 110 110 140 785 10 50 790 535
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 10 145 110 110 140 785 10 50 790 535
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 145 110 110 140 785 10 50 790 535
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 10 145 110 110 140 785 10 50 790 535
OvlAdjVol: 407

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 1.25 0.50 1.14 0.86 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 1820 1380 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.01 0.01 0.01 0.08 0.08 0.07 0.09 0.25 0.01 0.03 0.25 0.33
OvlAdjV/S: 0.25

Crit Moves: **** **

2046 Plus Alternative 1: No Project MD Peak Hour

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Scenario: 2046 WOProject MD Peak

Scenario Report

Command: 2046 WO Project MD Peak
 Volume: 2046 WO Project MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
# 2	A xxxxx	0.517	A xxxxx	0.517	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.452	A xxxxx	0.452	+ 0.000 V/C
# 4	A xxxxx	0.445	A xxxxx	0.445	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B xxxxx	0.692	B xxxxx	0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.567	A xxxxx	0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.866	D xxxxx	0.866	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D xxxxx	0.820	D xxxxx	0.820	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C xxxxx	0.731	C xxxxx	0.731	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	B xxxxx	0.628	B xxxxx	0.628	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.457	A xxxxx	0.457	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.831	D xxxxx	0.831	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A xxxxx	0.598	A xxxxx	0.598	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.323	A xxxxx	0.323	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.295	A xxxxx	0.295	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A xxxxx	0.592	A xxxxx	0.592	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A xxxxx	0.593	A xxxxx	0.593	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B xxxxx	0.665	B xxxxx	0.665	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C xxxxx	0.795	C xxxxx	0.795	+ 0.000 V/C

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Intersection	Base		Future		Change
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	LOS Veh	C	LOS Veh	C	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.697	B	xxxxx 0.697	+ 0.000 V/C

Port of Los Angeles
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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.517
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
	North Bound		South Bound		East Bound		West Bound		
Approach:	L	T	R	L	T	R	L	T	R
Movement:									
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	0	465	0	0	285	725	0	0	0	15	370	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	465	0	0	285	725	0	0	0	15	370	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	465	0	0	285	725	0	0	0	15	370	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	465	0	0	285	725	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	465	0	0	285	725	0	0	0	15	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	465	0	0	285	725	0	0	0	15	370	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.15	0.00	0.00	0.09	0.25	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****				****		

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, and Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat and Crit Moves.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	2	0	0	1	0	2	0	0	0

Volume Module:

Base Vol:	0	0	0	320	0	0	210	750	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	320	0	0	210	750	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	320	0	0	210	750	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	320	0	0	210	750	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	320	0	0	210	750	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	320	0	0	210	750	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	2880	0	0	1600	3200	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.13	0.23	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name:	Navy Way			Seaside Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	0	0	0	0	0	0	3	0	1	0

Volume Module:

Base Vol:	665	0	480	0	0	0	0	1960	75	0	1700	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	665	0	480	0	0	0	0	1960	75	0	1700	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	665	0	480	0	0	0	0	1960	75	0	1700	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	665	0	0	0	0	0	0	1960	75	0	1700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	665	0	0	0	0	0	0	1960	75	0	1700	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	665	0	0	0	0	0	0	1960	75	0	1700	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2850	0	1425	0	0	0	0	4275	1425	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.05	0.00	0.40	0.00
Crit Volume:	333	0			653			0				
Crit Moves:	****			****			****					

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected											
Rights:	Include		Include		Include		Include											
Min. Green:	0	0	0	0	0	0	0	0										
Lanes:	0	0	1	0	1	0	2	0	0	0	0	0	1	0	1	0	0	0

Volume Module:
Base Vol: 0 555 445 0 470 0 0 0 0 505 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 555 445 0 470 0 0 0 0 505 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 555 445 0 470 0 0 0 0 505 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 555 445 0 470 0 0 0 0 505 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 555 445 0 470 0 0 0 0 505 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 555 445 0 470 0 0 0 0 505 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.39 0.31 0.00 0.16 0.00 0.00 0.00 0.00 0.18 0.00 0.00
Crit Volume: 555 0 253
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase										
Rights:	Include		Include		Ignore		Include										
Min. Green:	0	0	0	0	0	0	0	0									
Lanes:	2	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	0

Volume Module:
Base Vol: 110 20 300 170 15 5 10 315 30 335 250 345
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 110 20 300 170 15 5 10 315 30 335 250 345
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 110 20 300 170 15 5 10 315 30 335 250 345
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 110 20 300 170 15 5 10 315 0 335 250 345
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 110 20 300 170 15 5 10 315 0 335 250 345
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 110 20 300 170 15 5 10 315 0 335 250 345

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.50 0.50 0.06 1.94 1.00 0.72 0.54 0.74
Final Sat.: 2880 1600 1600 1600 2400 800 98 3102 1600 1153 860 1187

Capacity Analysis Module:
Vol/Sat: 0.04 0.01 0.19 0.11 0.01 0.01 0.10 0.10 0.00 0.29 0.29 0.29
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: D

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 0 2 1 0 1

Volume Module:
Base Vol: 165 120 215 190 110 155 40 1300 50 50 1365 240
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 165 120 215 190 110 155 40 1300 50 50 1365 240
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 165 120 215 190 110 155 40 1300 50 50 1365 240
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 165 120 215 190 110 155 40 1300 50 50 1365 240
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 165 120 215 190 110 155 40 1300 50 50 1365 240
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 165 120 215 190 110 155 40 1300 50 50 1365 240

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.36 0.64 0.42 0.24 0.34 1.00 2.89 0.11 1.00 3.00 1.00
Final Sat.: 1600 573 1027 668 387 545 1600 4622 178 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.10 0.21 0.21 0.12 0.28 0.28 0.03 0.28 0.28 0.03 0.28 0.15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1

Volume Module:
Base Vol: 40 270 75 230 245 155 85 1055 35 75 1295 315
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 40 270 75 230 245 155 85 1055 35 75 1295 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 40 270 75 230 245 155 85 1055 35 75 1295 315
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 40 270 75 230 245 155 85 1055 35 75 1295 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 40 270 75 230 245 155 85 1055 35 75 1295 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 40 270 75 230 245 155 85 1055 35 75 1295 315

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.90 0.10 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4646 154 1600 4800 1600

Capacity Analysis Module:
Vol/Sat: 0.03 0.08 0.05 0.14 0.08 0.10 0.05 0.23 0.23 0.05 0.27 0.20
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 125 65 0 155 70 15 60 915 160 30 1130 300
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 125 65 0 155 70 15 60 915 160 30 1130 300
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 125 65 0 155 70 15 60 915 160 30 1130 300
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 125 65 0 155 70 0 60 915 160 30 1130 300
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 125 65 0 155 70 0 60 915 160 30 1130 300
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 125 65 0 155 70 0 60 915 160 30 1130 300

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.55 0.45 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4086 714 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.08 0.02 0.00 0.10 0.02 0.00 0.04 0.22 0.22 0.02 0.35 0.19
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0							
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 20 0 275 240 1280 0 0 1130 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 275 240 1280 0 0 1130 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 275 240 1280 0 0 1130 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 275 240 1280 0 0 1130 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 275 240 1280 0 0 1130 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 275 240 1280 0 0 1130 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.19 0.17 0.30 0.00 0.00 0.26 0.04
Crit Volume: 0 275 0 377
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.831
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase				Split Phase				Permitted				Permitted						
Rights:	Include				Include				Ignore				Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	1	1	0	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 235 175 115 285 240 95 115 1240 235 105 1295 250
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 235 175 115 285 240 95 115 1240 235 105 1295 250
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 235 175 115 285 240 95 115 1240 235 105 1295 250
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 235 175 115 285 240 95 115 1240 0 105 1295 250
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 235 175 115 285 240 95 115 1240 0 105 1295 250
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 235 175 115 285 240 95 115 1240 0 105 1295 250

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.72 1.28 1.00 1.00 2.15 0.85 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2450 1825 1425 1425 3063 1212 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.10 0.10 0.08 0.20 0.08 0.08 0.08 0.44 0.00 0.07 0.45 0.18
Crit Volume: 137 285 115 648
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.598
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted				Permitted				Protected				Protected							
Rights:	Ovl				Include				Include				Include							
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Lanes:	1	0	1	1	1	1	0	2	0	1	1	0	2	0	1	2	0	1	1	0

Volume Module:
Base Vol: 5 155 480 35 155 105 70 1000 5 230 1135 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 155 480 35 155 105 70 1000 5 230 1135 50
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 155 480 35 155 105 70 1000 5 230 1135 50
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 155 480 35 155 105 70 1000 5 230 1135 50
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 155 480 35 155 105 70 1000 5 230 1135 50
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 155 480 35 155 105 70 1000 5 230 1135 50

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2730 120

Capacity Analysis Module:
Vol/Sat: 0.00 0.11 0.17 0.02 0.05 0.07 0.05 0.35 0.00 0.08 0.42 0.42
Crit Volume: 155 35 70 593
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.271
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Ignore		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	1	0	1

Volume Module:
 Base Vol: 55 240 45 145 390 45 60 0 60 40 0 220
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 55 240 45 145 390 45 60 0 60 40 0 220
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 55 240 45 145 390 45 60 0 60 40 0 220
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 55 240 0 145 390 45 60 0 60 40 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 55 240 0 145 390 45 60 0 60 40 0 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 55 240 0 145 390 45 60 0 60 40 0 0

Saturation Flow Module:
 Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 2.00 1.79 0.21 1.00 0.00 1.00 1.00 0.00 1.00
 Final Sat.: 1375 2750 1375 2750 2466 284 1375 0 1375 1375 0 1375

Capacity Analysis Module:
 Vol/Sat: 0.04 0.09 0.00 0.05 0.16 0.04 0.00 0.04 0.03 0.00 0.00
 Crit Volume: 55 218 60 40
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.323
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 21 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1

Volume Module:
 Base Vol: 0 5 125 10 10 30 60 430 0 35 500 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 5 125 10 10 30 60 430 0 35 500 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 5 125 10 10 30 60 430 0 35 500 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 5 125 10 10 30 60 430 0 35 500 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 5 125 10 10 30 60 430 0 35 500 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 5 125 10 10 30 60 430 0 35 500 35

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.04 0.96 1.00 0.25 0.75 0.24 1.76 0.00 0.12 1.76 0.12
 Final Sat.: 1500 58 1442 1500 375 1125 367 2633 0 184 2632 184

Capacity Analysis Module:
 Vol/Sat: 0.00 0.09 0.09 0.01 0.03 0.03 0.16 0.16 0.00 0.19 0.19 0.19
 Crit Volume: 130 10 60 285
 Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	60	30	5	5	95	170	225	450	70	15	530	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	5	5	95	170	225	450	70	15	530	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	30	5	5	95	170	225	450	70	15	530	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	30	5	5	95	170	225	450	70	15	530	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	5	5	95	170	225	450	70	15	530	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	5	5	95	170	225	450	70	15	530	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.89	0.11	0.04	0.96	1.00	0.60	1.21	0.19	0.05	1.90	0.05
Final Sat.:	1500	1342	158	56	1444	1500	906	1812	282	80	2839	80

Capacity Analysis Module:

Vol/Sat:	0.04	0.02	0.03	0.09	0.07	0.11	0.25	0.25	0.25	0.19	0.19	0.19
Crit Volume:	60			170	225					280		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0

Volume Module:

Base Vol:	125	20	160	10	10	20	10	525	30	80	685	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	20	160	10	10	20	10	525	30	80	685	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	20	160	10	10	20	10	525	30	80	685	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	20	160	10	10	20	10	525	30	80	685	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	20	160	10	10	20	10	525	30	80	685	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	20	160	10	10	20	10	525	30	80	685	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	1.00	0.33	0.67	0.03	1.86	0.11	0.20	1.76	0.04
Final Sat.:	1500	167	1333	1500	500	1000	53	2788	159	308	2635	58

Capacity Analysis Module:

Vol/Sat:	0.08	0.12	0.12	0.01	0.02	0.02	0.19	0.19	0.19	0.26	0.26	0.26
Crit Volume:	180	10		10						390		
Crit Moves:	****	****		****						****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 0 0 15 10 0 15 15 665 5 10 785 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 15 10 0 15 15 665 5 10 785 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 15 10 0 15 15 665 5 10 785 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 15 10 0 15 15 665 5 10 785 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 15 10 0 15 15 665 5 10 785 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 15 10 0 15 15 665 5 10 785 10

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 0.40 0.00 0.60 0.04 1.95 0.01 0.02 1.96 0.02
Final Sat.: 0 1500 1500 600 0 900 66 2912 22 37 2925 37

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.23 0.23 0.23 0.27 0.27 0.27
Crit Volume: 15 10 15
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 20 0 185 105 775 0 0 810 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 185 105 775 0 0 810 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 185 105 775 0 0 810 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 185 105 775 0 0 810 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 185 105 775 0 0 810 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 185 105 775 0 0 810 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 1.93 0.07
Final Sat.: 0 1200 0 234 966 1200 1200 2400 0 1200 2314 86

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.15 0.09 0.32 0.00 0.00 0.35 0.35
Crit Volume: 0 185 105 420
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Ignore			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	1	0	1	0

Volume Module:
 Base Vol: 0 0 5 360 0 570 90 460 0 5 575 435
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 360 0 570 90 460 0 5 575 435
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 360 0 570 90 460 0 5 575 435
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 360 0 0 90 460 0 5 575 435
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 360 0 0 90 460 0 5 575 435
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 360 0 0 90 460 0 5 575 435

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.24 0.00 0.00 0.06 0.15 0.00 0.00 0.19 0.29
 Crit Volume: 5 360 90 435
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.665
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 68 Level Of Service: B

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	0	0	1	0	0	0	0	1	1	0	2

Volume Module:
 Base Vol: 0 0 0 195 0 135 250 1405 0 0 1255 255
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 195 0 135 250 1405 0 0 1255 255
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 195 0 135 250 1405 0 0 1255 255
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 195 0 135 250 1405 0 0 1255 255
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 195 0 135 250 1405 0 0 1255 255
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 195 0 135 250 1405 0 0 1255 255

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.49 0.51
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3553 722

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.14 0.00 0.09 0.18 0.49 0.00 0.00 0.35 0.35
 Crit Volume: 0 195 250 503
 Crit Moves: **** **** **** ****

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 74 Level Of Service: C

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

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Volume Module:

Base Vol: 20 410 120 5 395 80 155 1445 35 0 1350 135

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 20 410 120 5 395 80 155 1445 35 0 1350 135

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 20 410 120 5 395 80 155 1445 35 0 1350 135

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 20 410 120 5 395 80 155 1445 35 0 1350 135

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 20 410 120 5 395 80 155 1445 35 0 1350 135

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 20 410 120 5 395 80 155 1445 35 0 1350 135

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Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

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Capacity Analysis Module:

Vol/Sat: 0.01 0.13 0.08 0.00 0.12 0.05 0.10 0.45 0.02 0.00 0.42 0.08

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	0	1	0	2	1	0

Volume Module:
Base Vol: 35 35 300 230 55 50 15 1530 25 110 1515 190
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 35 300 230 55 50 15 1530 25 110 1515 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 35 300 230 55 50 15 1530 25 110 1515 190
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 35 300 230 55 50 15 1530 25 110 1515 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 35 300 230 55 50 15 1530 25 110 1515 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 35 300 230 55 50 15 1530 25 110 1515 190

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.50 0.50 1.00 0.81 0.19 1.00 1.00 2.95 0.05 1.00 2.67 0.33
Final Sat.: 800 800 1600 1291 309 1600 1600 4723 77 1600 4265 535

Capacity Analysis Module:
Vol/Sat: 0.02 0.04 0.19 0.14 0.18 0.03 0.01 0.32 0.32 0.07 0.36 0.36
Crit Moves: **** **

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase		Split Phase		Protected		Protected	
Rights:	Include		Include		Include		Ovl	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:
Base Vol: 0 30 25 120 85 125 230 745 25 80 635 665
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 30 25 120 85 125 230 745 25 80 635 665
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 30 25 120 85 125 230 745 25 80 635 665
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 30 25 120 85 125 230 745 25 80 635 665
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 30 25 120 85 125 230 745 25 80 635 665
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 30 25 120 85 125 230 745 25 80 635 665
OvlAdjVol: 540

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.09 0.91 1.17 0.83 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 0 1745 1455 1873 1327 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.00 0.02 0.02 0.06 0.06 0.08 0.14 0.23 0.02 0.05 0.20 0.42
OvlAdjV/S: 0.34
Crit Moves: **** **

2046 Plus Alternative 1: No Project PM Peak Hour

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Scenario: 2046 WO Project PM Peak

Scenario Report

Command: 2046 WO Project PM Peak
 Volume: 2046 WO Project PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.483	A xxxxx	0.483	+ 0.000 V/C
# 2	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.384	A xxxxx	0.384	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.746	C xxxxx	0.746	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.932	E xxxxx	0.932	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.842	D xxxxx	0.842	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.674	B xxxxx	0.674	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	E xxxxx	0.987	E xxxxx	0.987	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.535	A xxxxx	0.535	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.795	C xxxxx	0.795	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.488	A xxxxx	0.488	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.493	A xxxxx	0.493	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	E xxxxx	0.900	E xxxxx	0.900	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	E xxxxx	0.902	E xxxxx	0.902	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.756	C xxxxx	0.756	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.982	E xxxxx	0.982	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	E	xxxxx 0.930	E	xxxxx 0.930	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.615	B	xxxxx 0.615	+ 0.000 V/C

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Level of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.483
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 40 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd		
	North Bound		South Bound	East Bound		West Bound
Movement:	L	T	R	L	T	R
Control:	Protected		Protected	Protected		Protected
Rights:	Include		Include	Include		Ignore
Min. Green:	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0

Volume Module:

Base Vol:	5	565	0	0	220	725	0	0	0	20	250	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	565	0	0	220	725	0	0	0	20	250	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	565	0	0	220	725	0	0	0	20	250	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	565	0	0	220	725	0	0	0	20	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	565	0	0	220	725	0	0	0	20	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	565	0	0	220	725	0	0	0	20	250	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.00	0.00	0.07	0.25	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****					****	

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.373
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Pier S Ave, South Bound, East Bound, West Bound. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes.

Volume Module table with 12 columns and 12 rows including Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with 12 columns and 4 rows including Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with 12 columns and 3 rows including Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Table with 4 columns: North Bound, South Bound, East Bound, West Bound. Rows include Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with 12 columns for Sat/Lane. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

Table with 4 columns: Navy Way, Seaside Ave. Rows include Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes.

Table with 12 columns for Volume Module. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Table with 12 columns for Sat/Lane. Rows include Sat/Lane, Adjustment, Lanes, Final Sat.

Table with 12 columns for Capacity Analysis Module. Rows include Vol/Sat, Crit Volume, Crit Moves.

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
 Base Vol: 0 545 280 0 300 0 0 0 0 250 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 545 280 0 300 0 0 0 0 250 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 545 280 0 300 0 0 0 0 250 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 545 280 0 300 0 0 0 0 250 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 545 280 0 300 0 0 0 0 250 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 545 280 0 300 0 0 0 0 250 0 0

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
 Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
 Vol/Sat: 0.00 0.38 0.20 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
 Crit Volume: 545 0 125
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.702
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 65 Level Of Service: C

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
 Base Vol: 135 15 185 60 5 10 40 225 220 390 335 190
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 135 15 185 60 5 10 40 225 220 390 335 190
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 135 15 185 60 5 10 40 225 220 390 335 190
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 135 15 185 60 5 10 40 225 0 390 335 190
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 135 15 185 60 5 10 40 225 0 390 335 190
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 135 15 185 60 5 10 40 225 0 390 335 190

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.30 1.70 1.00 0.85 0.73 0.42
 Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1364 1172 664

Capacity Analysis Module:
 Vol/Sat: 0.05 0.01 0.12 0.04 0.00 0.01 0.08 0.08 0.00 0.29 0.29 0.29
 Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.746
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 61 Level Of Service: C

Street Name: Harbor Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0	2	1	0	3

Volume Module:
 Base Vol: 55 55 125 190 40 135 30 1565 30 50 1580 205
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 55 55 125 190 40 135 30 1565 30 50 1580 205
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 55 55 125 190 40 135 30 1565 30 50 1580 205
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 55 55 125 190 40 135 30 1565 30 50 1580 205
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 55 55 125 190 40 135 30 1565 30 50 1580 205
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 55 55 125 190 40 135 30 1565 30 50 1580 205

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.94 0.06 1.00 3.00 1.00
 Final Sat.: 1600 489 1111 833 175 592 1600 4710 90 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.33 0.33 0.03 0.33 0.13
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.932
 Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 126 Level Of Service: E

Street Name: Santa Fe Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	2	0	1	0	2	1	0	3

Volume Module:
 Base Vol: 25 280 105 505 265 155 85 1530 10 45 1310 435
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 280 105 505 265 155 85 1530 10 45 1310 435
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 280 105 505 265 155 85 1530 10 45 1310 435
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 280 105 505 265 155 85 1530 10 45 1310 435
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 280 105 505 265 155 85 1530 10 45 1310 435
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 280 105 505 265 155 85 1530 10 45 1310 435

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.98 0.02 1.00 3.00 1.00
 Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4769 31 1600 4800 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.09 0.07 0.32 0.08 0.10 0.05 0.32 0.32 0.03 0.27 0.27
 Crit Moves: ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 82 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Protected		Protected			
Rights:	Ignore		Ignore		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	1	0	2	0	1	1	0	2	0	1

Volume Module:
Base Vol: 355 245 35 200 215 25 50 1445 465 25 1285 220
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 355 245 35 200 215 25 50 1445 465 25 1285 220
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 355 245 35 200 215 25 50 1445 465 25 1285 220
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 355 245 0 200 215 0 50 1445 465 25 1285 220
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 355 245 0 200 215 0 50 1445 465 25 1285 220
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 355 245 0 200 215 0 50 1445 465 25 1285 220

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3631 1169 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.22 0.08 0.00 0.13 0.07 0.00 0.03 0.40 0.40 0.02 0.40 0.14
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Ovl		Include		Ovl			
Min. Green:	0	0	0	0	0	0	0	0		
Lanes:	0	0	0	0	1	0	3	0	0	1

Volume Module:
Base Vol: 0 0 0 60 0 395 225 1835 0 0 1695 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 60 0 395 225 1835 0 0 1695 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 60 0 395 225 1835 0 0 1695 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 60 0 395 225 1835 0 0 1695 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 395 225 1835 0 0 1695 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 60 0 395 225 1835 0 0 1695 80

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.28 0.16 0.43 0.00 0.00 0.40 0.06
Crit Volume: 0 395 0 565
Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.987
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 180 Level Of Service: E

Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 320 345 200 250 175 55 115 1710 265 80 1615 170
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 320 345 200 250 175 55 115 1710 265 80 1615 170
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 320 345 200 250 175 55 115 1710 265 80 1615 170
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 320 345 200 250 175 55 115 1710 0 80 1615 170
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 320 345 200 250 175 55 115 1710 0 80 1615 170
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 320 345 200 250 175 55 115 1710 0 80 1615 170

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.44 1.56 1.00 1.00 2.28 0.72 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2057 2218 1425 1425 3253 1022 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
 Vol/Sat: 0.16 0.16 0.14 0.18 0.05 0.05 0.08 0.60 0.00 0.06 0.57 0.12
 Crit Volume: 222 250 855 80
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.882
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 158 Level Of Service: D

Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 25 320 785 30 470 205 125 1250 20 400 1530 35
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 25 320 785 30 470 205 125 1250 20 400 1530 35
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 25 320 785 30 470 205 125 1250 20 400 1530 35
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 25 320 785 30 470 205 125 1250 20 400 1530 35
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 25 320 785 30 470 205 125 1250 20 400 1530 35
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 25 320 785 30 470 205 125 1250 20 400 1530 35

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:
 Vol/Sat: 0.02 0.22 0.28 0.02 0.16 0.14 0.09 0.44 0.01 0.14 0.55 0.55
 Crit Volume: 320 30 125 783
 Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 1 0 0 1

Volume Module:
Base Vol: 85 350 85 105 335 35 70 0 10 110 0 305
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 350 85 105 335 35 70 0 10 110 0 305
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 350 85 105 335 35 70 0 10 110 0 305
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 350 0 105 335 35 70 0 10 110 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 350 0 105 335 35 70 0 10 110 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 350 0 105 335 35 70 0 10 110 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 185 70 110
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 10 5 210 90 5 200 145 590 0 65 545 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 210 90 5 200 145 590 0 65 545 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 210 90 5 200 145 590 0 65 545 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 210 90 5 200 145 590 0 65 545 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 210 90 5 200 145 590 0 65 545 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 210 90 5 200 145 590 0 65 545 95

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.39 1.61 0.00 0.18 1.55 0.27
Final Sat.: 1500 35 1465 1500 37 1463 592 2408 0 277 2319 404

Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.25 0.24 0.00 0.24 0.23 0.23
Crit Volume: 215 90 145 352
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: C

Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0	1	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	90	80	5	10	110	255	455	670	35	50	715	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	10	110	255	455	670	35	50	715	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	10	110	255	455	670	35	50	715	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	10	110	255	455	670	35	50	715	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	670	35	50	715	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	10	110	255	455	670	35	50	715	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.05	0.95	1.00	0.78	1.16	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1177	1733	91	191	2732	76

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.39	0.39	0.39	0.26	0.26	0.26
Crit Volume:	90			255	455					393		
Crit Moves:	****			****	****					****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.488
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control Rights:	Permitted Include			Permitted Include			Permitted Include			Permitted Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1	0

Volume Module:

Base Vol:	165	25	140	10	5	25	15	975	15	35	970	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	25	140	10	5	25	15	975	15	35	970	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	25	140	10	5	25	15	975	15	35	970	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	25	140	10	5	25	15	975	15	35	970	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	25	140	10	5	25	15	975	15	35	970	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	25	140	10	5	25	15	975	15	35	970	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.94	0.03	0.07	1.86	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2910	45	101	2798	101

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.11	0.01	0.02	0.02	0.33	0.34	0.33	0.35	0.35	0.35
Crit Volume:	165			30			503			35		
Crit Moves:	****			****	****		****	****		****		

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.493
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

Volume Module:
Base Vol: 60 0 45 10 5 30 20 940 30 15 1200 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 0 45 10 5 30 20 940 30 15 1200 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 45 10 5 30 20 940 30 15 1200 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 0 45 10 5 30 20 940 30 15 1200 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 45 10 5 30 20 940 30 15 1200 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 0 45 10 5 30 20 940 30 15 1200 15

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.14 0.86 0.22 0.11 0.67 0.04 1.90 0.06 0.02 1.96 0.02
Final Sat.: 1500 214 1286 333 167 1000 61 2848 91 37 2927 37

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.03 0.03 0.03 0.03 0.33 0.33 0.33 0.41 0.41 0.41
Crit Volume: 60
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.900
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: E

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0

Volume Module:
Base Vol: 0 0 0 80 0 220 200 900 0 0 1005 315
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 220 200 900 0 0 1005 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 80 0 220 200 900 0 0 1005 315
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 80 0 220 200 900 0 0 1005 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 80 0 220 200 900 0 0 1005 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 80 0 220 200 900 0 0 1005 315

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.53 0.47 1.00 1.00 2.00 0.00 1.00 1.52 0.48
Final Sat.: 0 1200 0 640 560 1200 1200 2400 0 1200 1827 573

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.17 0.38 0.00 0.00 0.55 0.55
Crit Volume: 0
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 146 Level Of Service: E

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 0 2 0 1

Volume Module:
 Base Vol: 0 0 5 585 0 690 115 635 0 5 1295 595
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 5 585 0 690 115 635 0 5 1295 595
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 5 585 0 690 115 635 0 5 1295 595
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 5 585 0 0 115 635 0 5 1295 595
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 5 585 0 0 115 635 0 5 1295 595
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 5 585 0 0 115 635 0 5 1295 595

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 1500 1500 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.39 0.00 0.00 0.08 0.21 0.00 0.00 0.43 0.40
 Crit Volume: 5 585 115 648
 Crit Moves: **** **

Port of Los Angeles
 SCIG
 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.756
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 93 Level Of Service: C

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0

Volume Module:
 Base Vol: 0 0 0 310 0 240 235 1535 0 0 1325 255
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 310 0 240 235 1535 0 0 1325 255
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 310 0 240 235 1535 0 0 1325 255
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 310 0 240 235 1535 0 0 1325 255
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 310 0 240 235 1535 0 0 1325 255
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 310 0 240 235 1535 0 0 1325 255

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.52 0.48
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3585 690

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.17 0.16 0.54 0.00 0.00 0.37 0.37
 Crit Volume: 0 310 768 0
 Crit Moves: **** **

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Level of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.982

Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 162 Level Of Service: E

Street Name: Santa Fe Ave Pacific Coast Hwy

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Prot+Permit Prot+Permit Protected Protected

Rights: Include Include Include Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:

Base Vol: 10 580 120 10 425 125 210 1765 20 165 1320 110

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 10 580 120 10 425 125 210 1765 20 165 1320 110

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 10 580 120 10 425 125 210 1765 20 165 1320 110

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 10 580 120 10 425 125 210 1765 20 165 1320 110

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 10 580 120 10 425 125 210 1765 20 165 1320 110

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 10 580 120 10 425 125 210 1765 20 165 1320 110

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.18 0.08 0.01 0.13 0.08 0.13 0.55 0.01 0.10 0.41 0.07

Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.930
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 167 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:
 Base Vol: 35 75 305 325 115 35 30 2005 25 75 1425 265
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 35 75 305 325 115 35 30 2005 25 75 1425 265
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 35 75 305 325 115 35 30 2005 25 75 1425 265
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 35 75 305 325 115 35 30 2005 25 75 1425 265
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 35 75 305 325 115 35 30 2005 25 75 1425 265
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 35 75 305 325 115 35 30 2005 25 75 1425 265

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.53 0.47
 Final Sat.: 509 1091 1600 1182 418 1600 1600 4741 59 1600 4047 753

Capacity Analysis Module:
 Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.42 0.42 0.05 0.35 0.35
 Crit Moves: **** **

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 Year 2046 PM Peak - WO Project W ICTF

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.615
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 45 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
 Rights: Include Include Include Ovl
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
 Base Vol: 5 30 30 120 15 145 200 1035 0 5 900 560
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 30 30 120 15 145 200 1035 0 5 900 560
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 30 30 120 15 145 200 1035 0 5 900 560
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 30 30 120 15 145 200 1035 0 5 900 560
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 30 30 120 15 145 200 1035 0 5 900 560
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 30 30 120 15 145 200 1035 0 5 900 560
 OvlAdjVol: 415

Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.15 0.93 0.92 1.78 0.22 1.00 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 246 1477 1477 2844 356 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:
 Vol/Sat: 0.02 0.02 0.02 0.04 0.04 0.09 0.13 0.32 0.00 0.00 0.28 0.35
 OvlAdjV/S: **** **

2046 Plus Alternative 2: Reduced Project AM Peak Hour

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 Year 2046 AM Peak - Reduced Project

Scenario: 2046 Reduced AM Peak
 Scenario Report
 Command: 2046 Reduced AM Peak
 Volume: 2046 Reduced AM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

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 Year 2046 AM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	B xxxxx	0.633	B xxxxx	0.633	+ 0.000 V/C
# 2	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.553	A xxxxx	0.553	+ 0.000 V/C
# 4	A xxxxx	0.402	A xxxxx	0.402	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	E xxxxx	0.990	E xxxxx	0.990	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.495	A xxxxx	0.495	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D xxxxx	0.880	D xxxxx	0.880	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.786	C xxxxx	0.786	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	D xxxxx	0.814	D xxxxx	0.814	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D xxxxx	0.832	D xxxxx	0.832	+ 0.000 V/C
# 13 Anaheim St / Alameda St	B xxxxx	0.689	B xxxxx	0.689	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.540	A xxxxx	0.540	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.397	A xxxxx	0.397	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	B xxxxx	0.640	B xxxxx	0.640	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.423	A xxxxx	0.423	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.342	A xxxxx	0.342	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	C xxxxx	0.737	C xxxxx	0.737	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	A xxxxx	0.599	A xxxxx	0.599	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.903	E xxxxx	0.903	+ 0.000 V/C

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Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 24 Pacific Coast Hwy / Harbor Ave	B xxxxx	0.695	B xxxxx	0.695	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	A xxxxx	0.523	A xxxxx	0.523	+ 0.000 V/C

Port of Los Angeles
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 Year 2046 AM Peak - Reduced Project

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 52 Level Of Service: B

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	610	0	0	485	945	0	0	0	15	485	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	610	0	0	485	945	0	0	0	15	485	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	610	0	0	485	945	0	0	0	15	485	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	610	0	0	485	945	0	0	0	15	485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	610	0	0	485	945	0	0	0	15	485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	610	0	0	485	945	0	0	0	15	485	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.15	0.33	0.00	0.00	0.00	0.01	0.15	0.00
Crit Moves:	****				****					****		

Port of Los Angeles
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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2
Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 1 1 1 0 0 0 2 0 1 1 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 500 0 0 615 290 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 500 0 0 615 290 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 500 0 0 615 290 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 500 0 0 615 290 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 500 0 0 615 290 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 500 0 0 615 290 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 1.00 2.00 0.00 0.00 2.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 3200 1600 3200 0 0 2880 3200 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.00 0.21 0.09 0.00 0.00 0.00 0.00
Crit Moves: **** ****

Port of Los Angeles
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Year 2046 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd
Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2
Volume Module:
Base Vol: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 275 0 0 0 375 10 0 0 0 0 0 1075 270
Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 2.00 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.00 0.00 2.00 2.00 2.00
Final Sat.: 0 3200 0 0 3200 1600 0 0 0 0 0 3200 2880
Capacity Analysis Module:
Vol/Sat: 0.00 0.09 0.00 0.00 0.12 0.01 0.00 0.00 0.00 0.00 0.00 0.34 0.09
Crit Moves: **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.402
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    29          Level Of Service:      A
*****
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Split Phase      Split Phase      Split Phase      Split Phase
Rights:           Include         Include         Include         Include
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:         0 0 0 375 0 0 275 530 0 0 0 0 0
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     0 0 0 375 0 0 275 530 0 0 0 0 0
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     0 0 0 375 0 0 275 530 0 0 0 0 0
User Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:      0 0 0 375 0 0 275 530 0 0 0 0 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     0 0 0 375 0 0 275 530 0 0 0 0 0
PCE Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:         1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:     0 0 0 375 0 0 275 530 0 0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:      1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:      0 0 0 2880 0 0 1600 3200 0 0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.00 0.00 0.00 0.13 0.00 0.00 0.17 0.17 0.00 0.00 0.00 0.00
Crit Moves:      ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.990
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):  xxxxxx
Optimal Cycle:    180          Level Of Service:      E
*****
Street Name:      Navy Way          Seaside Ave
Approach:         North Bound      South Bound      East Bound      West Bound
Movement:        L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:          Permitted        Permitted        Protected        Protected
Rights:           Ignore           Include           Owl              Ignore
Min. Green:       0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes:           2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:         755 0 785 0 0 0 0 3100 280 0 2355 100
Growth Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     755 0 785 0 0 0 0 3100 280 0 2355 100
Added Vol:       0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:    0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:     755 0 785 0 0 0 0 3100 280 0 2355 100
User Adj:        1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:      755 0 0 0 0 0 0 3100 280 0 2355 0
Reduct Vol:      0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol:     755 0 0 0 0 0 0 3100 280 0 2355 0
PCE Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:         1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:     755 0 0 0 0 0 0 3100 280 0 2355 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:        1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:           2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:      2850 0 1425 0 0 0 0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:         0.26 0.00 0.00 0.00 0.00 0.00 0.00 0.73 0.20 0.00 0.55 0.00
Crit Volume:     378          0          1033          0
Crit Moves:      ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0

Volume Module:
Base Vol: 0 435 280 0 440 0 0 0 0 540 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 435 280 0 440 0 0 0 0 540 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 435 280 0 440 0 0 0 0 540 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 435 280 0 440 0 0 0 0 540 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 435 280 0 440 0 0 0 0 540 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 435 280 0 440 0 0 0 0 540 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.31 0.20 0.00 0.15 0.00 0.00 0.00 0.00 0.19 0.00 0.00
Crit Volume: 435 0 0 0 0 0 0 0 0 270
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.880
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 Level Of Service: D

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	2 0 1 0 1	1 0 1 1 0	0 1 1 0 1	0 1 0 1 0

Volume Module:
Base Vol: 130 5 440 155 5 5 10 345 5 270 240 185
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 130 5 440 155 5 5 10 345 5 270 240 185
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 130 5 440 155 5 5 10 345 5 270 240 185
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 130 5 440 155 5 5 10 345 0 270 240 185
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 130 5 440 155 5 5 10 345 0 270 240 185
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 130 5 440 155 5 5 10 345 0 270 240 185

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.06 1.94 1.00 0.78 0.69 0.53
Final Sat.: 2880 1600 1600 1600 1600 1600 90 3110 1600 1243 1105 852

Capacity Analysis Module:
Vol/Sat: 0.05 0.00 0.28 0.10 0.00 0.00 0.11 0.11 0.00 0.22 0.22 0.22
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 145 120 130 90 70 105 40 925 30 50 1845 275
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 145 120 130 90 70 105 40 925 30 50 1845 275
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 145 120 130 90 70 105 40 925 30 50 1845 275
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 145 120 130 90 70 105 40 925 30 50 1845 275
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 145 120 130 90 70 105 40 925 30 50 1845 275
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 145 120 130 90 70 105 40 925 30 50 1845 275

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.48 0.52 0.34 0.26 0.40 1.00 2.91 0.09 1.00 3.00 1.00
Final Sat.: 1600 768 832 543 423 634 1600 4649 151 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.09 0.16 0.16 0.06 0.17 0.17 0.03 0.20 0.20 0.03 0.38 0.17
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.814
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: D

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 25 300 50 320 300 110 35 1135 255 75 1530 495
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 300 50 320 300 110 35 1135 255 75 1530 495
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 300 50 320 300 110 35 1135 255 75 1530 495
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 300 50 320 300 110 35 1135 255 75 1530 495
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 300 50 320 300 110 35 1135 255 75 1530 495
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 300 50 320 300 110 35 1135 255 75 1530 495

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.45 0.55 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3919 881 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.09 0.03 0.20 0.09 0.07 0.02 0.29 0.29 0.05 0.32 0.31
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ignore Ignore Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 0 1

Volume Module:
Base Vol: 275 135 20 410 190 85 125 985 230 55 1120 475
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 275 135 20 410 190 85 125 985 230 55 1120 475
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 275 135 20 410 190 85 125 985 230 55 1120 475
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 275 135 0 410 190 0 125 985 230 55 1120 475
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 275 135 0 410 190 0 125 985 230 55 1120 475
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 275 135 0 410 190 0 125 985 230 55 1120 475

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.43 0.57 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3891 909 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.17 0.04 0.00 0.26 0.06 0.00 0.08 0.25 0.25 0.03 0.35 0.30
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Ovl Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 1

Volume Module:
Base Vol: 0 0 0 20 0 220 240 1320 0 0 1510 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 20 0 220 240 1320 0 0 1510 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 20 0 220 240 1320 0 0 1510 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 20 0 220 240 1320 0 0 1510 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 20 0 220 240 1320 0 0 1510 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 20 0 220 240 1320 0 0 1510 55

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.15 0.17 0.31 0.00 0.00 0.35 0.04
Crit Volume: 0 20 240 503
Crit Moves: **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ignore	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 1 1 0 1	1 0 2 1 0	1 0 2 0 1	1 0 2 0 1

Volume Module:
Base Vol: 280 255 75 210 200 55 10 1365 350 45 1575 145
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 280 255 75 210 200 55 10 1365 350 45 1575 145
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 280 255 75 210 200 55 10 1365 350 45 1575 145
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 280 255 75 210 200 55 10 1365 350 45 1575 145
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 280 255 75 210 200 55 10 1365 350 45 1575 145
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 280 255 75 210 200 55 10 1365 350 45 1575 145

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.57 1.43 1.00 1.00 2.35 0.65 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2237 2038 1425 1425 3353 922 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.13 0.13 0.05 0.15 0.06 0.06 0.01 0.48 0.00 0.03 0.55 0.10
Crit Volume: 178 210 10 788
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.689
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ovl	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 1 1 1	1 0 2 0 1	1 0 2 0 1	2 0 1 1 0

Volume Module:
Base Vol: 25 200 790 25 220 115 120 955 25 520 1220 55
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 200 790 25 220 115 120 955 25 520 1220 55
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 200 790 25 220 115 120 955 25 520 1220 55
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 200 790 25 220 115 120 955 25 520 1220 55
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 200 790 25 220 115 120 955 25 520 1220 55
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 200 790 25 220 115 120 955 25 520 1220 55

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.91 0.09
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2727 123

Capacity Analysis Module:
Vol/Sat: 0.02 0.14 0.28 0.02 0.08 0.08 0.08 0.34 0.02 0.18 0.45 0.45
Crit Volume: 200 25 120 638
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected		Protected		Split Phase		Split Phase	
Rights:	Ignore		Include		Include		Ignore	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	1	0	1	0

Volume Module:
Base Vol: 155 495 160 120 465 20 80 5 205 130 5 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 155 495 160 120 465 20 80 5 205 130 5 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 155 495 160 120 465 20 80 5 205 130 5 80
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 155 495 0 120 465 20 80 5 205 130 5 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 155 495 0 120 465 20 80 5 205 130 5 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 155 495 0 120 465 20 80 5 205 130 5 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.92 0.08 1.00 0.02 0.98 0.96 0.04 1.00
Final Sat.: 1375 2750 1375 2750 2637 113 1375 33 1342 1324 51 1375

Capacity Analysis Module:
Vol/Sat: 0.11 0.18 0.00 0.04 0.18 0.18 0.06 0.15 0.15 0.10 0.10 0.00
Crit Volume: 155 243 210 135
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.397
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted		Permitted		Permitted		Permitted	
Rights:	Include		Include		Include		Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1

Volume Module:
Base Vol: 5 5 65 95 5 105 75 410 5 135 505 70
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 5 65 95 5 105 75 410 5 135 505 70
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 5 65 95 5 105 75 410 5 135 505 70
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 5 65 95 5 105 75 410 5 135 505 70
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 5 65 95 5 105 75 410 5 135 505 70
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 5 65 95 5 105 75 410 5 135 505 70

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.07 0.93 1.00 0.05 0.95 0.31 1.67 0.02 0.38 1.42 0.20
Final Sat.: 1500 107 1393 1500 68 1432 459 2510 31 570 2134 296

Capacity Analysis Module:
Vol/Sat: 0.00 0.05 0.05 0.06 0.07 0.07 0.16 0.16 0.16 0.24 0.24 0.24
Crit Volume: 70 95 75 355
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: B

Street Name: Avalon Blvd Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	40	25	10	25	140	265	350	405	130	25	560	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	10	25	140	265	350	405	130	25	560	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	10	25	140	265	350	405	130	25	560	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	10	25	140	265	350	405	130	25	560	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	10	25	140	265	350	405	130	25	560	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	10	25	140	265	350	405	130	25	560	25

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.73	0.27	0.12	0.88	1.00	0.79	0.92	0.29	0.08	1.84	0.08
Final Sat.:	1500	1100	400	174	1326	1500	1186	1373	441	123	2754	123

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.03	0.14	0.11	0.18	0.29	0.29	0.29	0.20	0.20	0.20
Crit Volume:	40			265	350					305		
Crit Moves:	****			****	****					****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 25 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include			Permitted Include			Permitted Include			Permitted Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	120	15	95	25	15	10	10	755	45	85	710	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	15	95	25	15	10	10	755	45	85	710	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	15	95	25	15	10	10	755	45	85	710	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	15	95	25	15	10	10	755	45	85	710	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	15	95	25	15	10	10	755	45	85	710	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	15	95	25	15	10	10	755	45	85	710	15

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	1.00	0.60	0.40	0.02	1.87	0.11	0.21	1.75	0.04
Final Sat.:	1500	205	1295	1500	900	600	37	2796	167	315	2630	56

Capacity Analysis Module:

Vol/Sat:	0.08	0.07	0.07	0.02	0.02	0.02	0.27	0.27	0.27	0.27	0.27	0.27
Crit Volume:	120			25			405			85		
Crit Moves:	****			****	****		****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.342
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 5 0 20 10 5 30 10 870 5 20 780 5
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 0 20 10 5 30 10 870 5 20 780 5
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 0 20 10 5 30 10 870 5 20 780 5
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 0 20 10 5 30 10 870 5 20 780 5
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 0 20 10 5 30 10 870 5 20 780 5
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 0 20 10 5 30 10 870 5 20 780 5

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.40 0.60 1.00 0.22 0.11 0.67 0.02 1.97 0.01 0.05 1.94 0.01
Final Sat.: 600 900 1500 333 167 1000 34 2949 17 75 2907 19

Capacity Analysis Module:
Vol/Sat: 0.01 0.00 0.01 0.03 0.03 0.03 0.29 0.30 0.30 0.27 0.27 0.27
Crit Volume: 5 45 443 20
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 0 1 0 1 0 0

Volume Module:
Base Vol: 0 0 0 70 0 305 85 890 0 0 840 30
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 70 0 305 85 890 0 0 840 30
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 70 0 305 85 890 0 0 840 30
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 70 0 305 85 890 0 0 840 30
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 70 0 305 85 890 0 0 840 30
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 70 0 305 85 890 0 0 840 30

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.37 0.63 1.00 1.00 2.00 0.00 1.00 1.93 0.07
Final Sat.: 0 1200 0 448 752 1200 1200 2400 0 1200 2317 83

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.16 0.00 0.25 0.07 0.37 0.00 0.00 0.36 0.36
Crit Volume: 0 305 85 435
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name: Figueroa St Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Ignore		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:

Base Vol:	0	0	0	350	0	575	165	730	0	0	605	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	350	0	575	165	730	0	0	605	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	350	0	575	165	730	0	0	605	590
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	350	0	0	165	730	0	0	605	590
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	350	0	0	165	730	0	0	605	590
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	350	0	0	165	730	0	0	605	590

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	3000	0	1500	3000	1500	1500	3000	0	1500	3000	1500

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.11	0.24	0.00	0.00	0.20	0.39
Crit Volume:	0			350			165			590		
Crit Moves:				****			****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Street Name: Alameda St Ramp PCH
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected Include		Protected Include		Protected Include		Protected Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	0	1

Volume Module:

Base Vol:	0	0	0	230	0	235	205	1120	0	0	1065	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	230	0	235	205	1120	0	0	1065	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	230	0	235	205	1120	0	0	1065	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	230	0	235	205	1120	0	0	1065	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	230	0	235	205	1120	0	0	1065	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	230	0	235	205	1120	0	0	1065	190

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.55	0.45
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	3628	647

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.14	0.39	0.00	0.00	0.29	0.29
Crit Volume:	0			230			205			418		
Crit Moves:				****			****			****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: E

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table with columns: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume. Rows show volume adjustments for different approaches.

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat. Rows show saturation flow values for different lane configurations.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves. Rows show capacity analysis results for different approaches.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 50 30 125 225 85 40 15 1400 25 115 1800 120
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 30 125 225 85 40 15 1400 25 115 1800 120
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 30 125 225 85 40 15 1400 25 115 1800 120
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 30 125 225 85 40 15 1400 25 115 1800 120
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 30 125 225 85 40 15 1400 25 115 1800 120
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 50 30 125 225 85 40 15 1400 25 115 1800 120

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.62 0.38 1.00 0.73 0.27 1.00 1.00 2.95 0.05 1.00 2.81 0.19
Final Sat.: 1000 600 1600 1161 439 1600 1600 4716 84 1600 4500 300

Capacity Analysis Module:

Vol/Sat: 0.03 0.05 0.08 0.14 0.19 0.03 0.01 0.30 0.30 0.07 0.40 0.40
Crit Moves: **** **

Port of Los Angeles
SCIG
Year 2046 AM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 25 10 70 110 110 140 755 10 50 780 485
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 25 10 70 110 110 140 755 10 50 780 485
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 25 10 70 110 110 140 755 10 50 780 485
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 25 10 70 110 110 140 755 10 50 780 485
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 25 10 70 110 110 140 755 10 50 780 485
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 25 10 70 110 110 140 755 10 50 780 485
OvlAdjVol: 375

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.25 1.25 0.50 1.00 1.00 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 400 2000 800 1600 1600 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.01 0.01 0.04 0.07 0.07 0.09 0.24 0.01 0.03 0.24 0.30
OvlAdjV/S: **** **

2046 Plus Alternative 2: Reduced Project MD Peak Hour

Scenario Report

Scenario: 2046 Reduced MD Peak

Command: 2046 Reduced MD Peak
 Volume: 2046 Reduced MD Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

Impact Analysis Report
Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A	xxxxx 0.538	A	xxxxx 0.538	+ 0.000 V/C
# 2	A	xxxxx 0.384	A	xxxxx 0.384	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 4	A	xxxxx 0.467	A	xxxxx 0.467	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	B	xxxxx 0.692	B	xxxxx 0.692	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A	xxxxx 0.567	A	xxxxx 0.567	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	D	xxxxx 0.838	D	xxxxx 0.838	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	D	xxxxx 0.845	D	xxxxx 0.845	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	C	xxxxx 0.757	C	xxxxx 0.757	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	C	xxxxx 0.737	C	xxxxx 0.737	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	A	xxxxx 0.475	A	xxxxx 0.475	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	D	xxxxx 0.853	D	xxxxx 0.853	+ 0.000 V/C
# 13 Anaheim St / Alameda St	A	xxxxx 0.574	A	xxxxx 0.574	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A	xxxxx 0.269	A	xxxxx 0.269	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A	xxxxx 0.322	A	xxxxx 0.322	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	A	xxxxx 0.490	A	xxxxx 0.490	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A	xxxxx 0.400	A	xxxxx 0.400	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A	xxxxx 0.292	A	xxxxx 0.292	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	A	xxxxx 0.590	A	xxxxx 0.590	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	A	xxxxx 0.560	A	xxxxx 0.560	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	B	xxxxx 0.640	B	xxxxx 0.640	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	C	xxxxx 0.792	C	xxxxx 0.792	+ 0.000 V/C
# 24 Pacific Coast Hwy / Harbor Ave	C	xxxxx 0.782	C	xxxxx 0.782	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B	xxxxx 0.640	B	xxxxx 0.640	+ 0.000 V/C

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
 Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

Street Name:	Terminal Island Fwy			Ocean Blvd								
	North Bound		South Bound	East Bound		West Bound						
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	2	0	0	0	0	1	0

Volume Module:

Base Vol:	0	535	0	0	305	785	0	0	0	15	370	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	535	0	0	305	785	0	0	0	15	370	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	535	0	0	305	785	0	0	0	15	370	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	535	0	0	305	785	0	0	0	15	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	535	0	0	305	785	0	0	0	15	370	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	535	0	0	305	785	0	0	0	15	370	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.17	0.00	0.00	0.10	0.27	0.00	0.00	0.00	0.01	0.12	0.00
Crit Moves:	****					****				****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.384
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Split Phase	Split Phase	Protected	Protected
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 1	1 1 0 0 0	2 0 1 1 0	0 0 0 0 0

Volume Module:

Base Vol:	0	0	0	315	0	0	535	605	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	315	0	0	535	605	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	315	0	0	535	605	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	315	0	0	535	605	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	315	0	0	535	605	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	315	0	0	535	605	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3200	1600	3200	0	0	2880	3200	0	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.00	0.00
Crit Moves:				****			****						

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.475
Loss Time (sec):	10 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Pier S Ave	Ocean Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Control:	Protected	Protected	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 2 0 0	0 0 2 0 1	0 0 0 0 0	0 0 2 0 2

Volume Module:

Base Vol:	0	210	0	0	320	40	0	0	0	0	880	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	210	0	0	320	40	0	0	0	0	880	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	210	0	0	320	40	0	0	0	0	880	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	210	0	0	320	40	0	0	0	0	880	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	210	0	0	320	40	0	0	0	0	880	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	210	0	0	320	40	0	0	0	0	880	450

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90
Lanes:	0.00	2.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	2.00
Final Sat.:	0	3200	0	0	3200	1600	0	0	0	0	3200	2880

Capacity Analysis Module:

Vol/Sat:	0.00	0.07	0.00	0.00	0.10	0.03	0.00	0.00	0.00	0.00	0.28	0.16
Crit Moves:	****			****						****		

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #4

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
 Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 32 Level Of Service: A

 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Split Phase Split Phase Split Phase Split Phase
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
 Volume Module:
 Base Vol: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 0 320 0 0 210 820 0 0 0 0 0
 Saturation Flow Module:
 Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
 Adjustment: 1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
 Final Sat.: 0 0 0 0 2880 0 0 1600 3200 0 0 0 0 0
 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.11 0.00 0.00 0.13 0.26 0.00 0.00 0.00 0.00
 Crit Moves: ****

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #5 Seaside Ave / Navy Way

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.692
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: B

 Street Name: Navy Way Seaside Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R
 Control: Permitted Permitted Protected Protected
 Rights: Ignore Include Ovl Ignore
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 2 0 0 0 1 0 0 0 0 0 0 0 3 0 1 0 0 3 0 1
 Volume Module:
 Base Vol: 665 0 465 0 0 0 0 0 1960 15 0 1720 120
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 665 0 465 0 0 0 0 0 1960 15 0 1720 120
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 665 0 465 0 0 0 0 0 1960 15 0 1720 120
 User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 PHF Volume: 665 0 0 0 0 0 0 0 1960 15 0 1720 0
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 665 0 0 0 0 0 0 0 1960 15 0 1720 0
 PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
 FinalVolume: 665 0 0 0 0 0 0 0 1960 15 0 1720 0
 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
 Final Sat.: 2850 0 1425 0 0 0 0 0 4275 1425 0 4275 1425
 Capacity Analysis Module:
 Vol/Sat: 0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.46 0.01 0.00 0.40 0.00
 Crit Volume: 333 0 653 0
 Crit Moves: ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Street Name:	Ferry St / Seaside Ave			Harbor Fwy Ramp						
Approach:	North Bound		South Bound		East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0	
Lanes:	0	0	1	0	1	1	0	2	0	0

Volume Module:

Base Vol:	0	555	440	0	465	0	0	0	0	505	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	555	440	0	465	0	0	0	0	505	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	555	440	0	465	0	0	0	0	505	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	555	440	0	465	0	0	0	0	505	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	555	440	0	465	0	0	0	0	505	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	555	440	0	465	0	0	0	0	505	0	0

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2850	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.39	0.31	0.00	0.16	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:	555			0			0			253		
Crit Moves:	****			****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: D

Street Name:	Pier B St-Pico Ave			I-710 Ramps-9th St							
Approach:	North Bound		South Bound		East Bound		West Bound				
Movement:	L	T	R	L	T	R	L	T	R		
Control:	Protected		Protected		Split Phase		Split Phase				
Rights:	Include		Include		Ignore		Include				
Min. Green:	0	0	0	0	0	0	0	0	0		
Lanes:	2	0	1	0	1	1	0	1	1	0	1

Volume Module:

Base Vol:	85	5	270	170	5	5	10	315	5	305	250	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	5	270	170	5	5	10	315	5	305	250	345
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	5	270	170	5	5	10	315	5	305	250	345
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	85	5	270	170	5	5	10	315	0	305	250	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	5	270	170	5	5	10	315	0	305	250	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	85	5	270	170	5	5	10	315	0	305	250	345

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	0.06	1.94	1.00	0.68	0.55	0.77
Final Sat.:	2880	1600	1600	1600	1600	1600	98	3102	1600	1084	889	1227

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.17	0.11	0.00	0.00	0.10	0.10	0.00	0.28	0.28	0.28
Crit Moves:	****			****			****			****		

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.845
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: D

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Harbor Ave and Anaheim St.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves.

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes for Santa Fe Ave and Anaheim St.

Table with columns for Volume Module metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, Final Volume.

Table with columns for Saturation Flow Module metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Table with columns for Capacity Analysis Module metrics: Vol/Sat, Crit Moves.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.737
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 60 Level Of Service: C

Street Name:	E I St - W 9th St				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Permitted		Permitted		Protected		Protected								
Rights:	Ignore		Ignore		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	125	50	0	265	50	90	135	910	155	30	1125	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	50	0	265	50	90	135	910	155	30	1125	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	50	0	265	50	90	135	910	155	30	1125	410
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	50	0	265	50	0	135	910	155	30	1125	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	50	0	265	50	0	135	910	155	30	1125	410
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	50	0	265	50	0	135	910	155	30	1125	410

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.56	0.44	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4101	699	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.02	0.00	0.17	0.02	0.00	0.08	0.22	0.22	0.02	0.35	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	

Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 43 Level Of Service: A

Street Name:	Farragut Ave				Anaheim St										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Protected		Protected		Protected		Protected								
Rights:	Include		Ovl		Include		Ovl								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1

Volume Module:

Base Vol:	0	0	0	20	0	275	240	1345	0	0	1205	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	275	240	1345	0	0	1205	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	275	240	1345	0	0	1205	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	275	240	1345	0	0	1205	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	275	240	1345	0	0	1205	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	275	240	1345	0	0	1205	50

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	4275	0	0	4275	1425

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.19	0.17	0.31	0.00	0.00	0.28	0.04
Crit Volume:	0			275	0					402		
Crit Moves:				****	****	****	****	****	****	****	****	****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #12 Anaheim St / Henry Ford Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 126 Level Of Service: D

 Street Name: Henry Ford Ave Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Split Phase Split Phase Permitted Permitted
 Rights: Include Include Ignore Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 235 170 110 285 235 95 115 1310 235 100 1360 250
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 235 170 110 285 235 95 115 1310 235 100 1360 250
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 235 170 110 285 235 95 115 1310 235 100 1360 250
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 PHF Volume: 235 170 110 285 235 95 115 1310 0 100 1360 250
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 235 170 110 285 235 95 115 1310 0 100 1360 250
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
 FinalVolume: 235 170 110 285 235 95 115 1310 0 100 1360 250

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.74 1.26 1.00 1.00 2.14 0.86 1.00 2.00 1.00 1.00 2.00 1.00
 Final Sat.: 2481 1794 1425 1425 3044 1231 1425 2850 1425 1425 2850 1425

 Capacity Analysis Module:
 Vol/Sat: 0.09 0.09 0.08 0.20 0.08 0.08 0.08 0.46 0.00 0.07 0.48 0.18
 Crit Volume: 135 285 115 680
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #13 Anaheim St / Alameda St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 44 Level Of Service: A

 Street Name: Alameda St Anaheim St
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Protected Protected
 Rights: Ovl Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1

 Volume Module:
 Base Vol: 5 110 545 35 90 105 65 1005 5 295 1135 50
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 5 110 545 35 90 105 65 1005 5 295 1135 50
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 5 110 545 35 90 105 65 1005 5 295 1135 50
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 5 110 545 35 90 105 65 1005 5 295 1135 50
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 5 110 545 35 90 105 65 1005 5 295 1135 50
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 5 110 545 35 90 105 65 1005 5 295 1135 50

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.92 0.08
 Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2730 120

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.08 0.19 0.02 0.03 0.07 0.05 0.35 0.00 0.10 0.42 0.42
 Crit Volume: 273 35 65 593
 Crit Moves: **** **** **** ****

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Henry Ford Ave-SR 103 Ramp				Henry Ford Ave-Pier A Wy									
Approach:	North Bound		South Bound		East Bound		West Bound							
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R						
Control:	Protected		Protected		Split Phase		Split Phase							
Rights:	Ignore		Include		Include		Ignore							
Min. Green:	0	0	0	0	0	0	0	0						
Lanes:	1	0	2	0	1	2	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	55	235	45	140	385	45	60	0	60	40	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	235	45	140	385	45	60	0	60	40	0	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	235	45	140	385	45	60	0	60	40	0	215
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	55	235	0	140	385	45	60	0	60	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	235	0	140	385	45	60	0	60	40	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	55	235	0	140	385	45	60	0	60	40	0	0

Saturation Flow Module:

Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1375	2750	1375	2750	2462	288	1375	0	1375	1375	0	1375

Capacity Analysis Module:

Vol/Sat:	0.04	0.09	0.00	0.05	0.16	0.04	0.00	0.04	0.03	0.00	0.00
Crit Volume:	55			215		60			40		
Crit Moves:	****			****		****			****		

Level Of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.322
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Broad Ave				Harry Bridges Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Permitted		Permitted		Permitted		Permitted		
Rights:	Include		Include		Include		Include		
Min. Green:	0	0	0	0	0	0	0	0	
Lanes:	1	0	0	1	0	1	0	1	0

Volume Module:

Base Vol:	0	5	125	10	10	30	60	435	0	35	495	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	5	125	10	10	30	60	435	0	35	495	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	5	125	10	10	30	60	435	0	35	495	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	5	125	10	10	30	60	435	0	35	495	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	5	125	10	10	30	60	435	0	35	495	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	5	125	10	10	30	60	435	0	35	495	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.04	0.96	1.00	0.25	0.75	0.24	1.76	0.00	0.12	1.76	0.12
Final Sat.:	1500	58	1442	1500	375	1125	364	2636	0	186	2628	186

Capacity Analysis Module:

Vol/Sat:	0.00	0.09	0.09	0.01	0.03	0.03	0.17	0.16	0.00	0.19	0.19	0.19
Crit Volume:			130	10			60			283		
Crit Moves:			****	****			****			****		

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 Harry Bridges Blvd / Avalon Blvd

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

 Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 60 30 5 5 95 170 225 455 70 15 530 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 60 30 5 5 95 170 225 455 70 15 530 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 60 30 5 5 95 170 225 455 70 15 530 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 60 30 5 5 95 170 225 455 70 15 530 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 60 30 5 5 95 170 225 455 70 15 530 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 60 30 5 5 95 170 225 455 70 15 530 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.89 0.11 0.04 0.96 1.00 0.60 1.21 0.19 0.05 1.90 0.05
 Final Sat.: 1500 1342 158 56 1444 1500 900 1820 280 80 2839 80

 Capacity Analysis Module:
 Vol/Sat: 0.04 0.02 0.03 0.09 0.07 0.11 0.25 0.25 0.25 0.19 0.19 0.19
 Crit Volume: 60 170 225 280
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Harry Bridges Blvd / Fries Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.400
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 24 Level Of Service: A

 Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 1 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 105 20 170 10 10 20 10 540 5 75 690 15
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 105 20 170 10 10 20 10 540 5 75 690 15
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 105 20 170 10 10 20 10 540 5 75 690 15
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 105 20 170 10 10 20 10 540 5 75 690 15
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 105 20 170 10 10 20 10 540 5 75 690 15
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 105 20 170 10 10 20 10 540 5 75 690 15

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 1.00 0.11 0.89 1.00 0.33 0.67 0.04 1.94 0.02 0.19 1.77 0.04
 Final Sat.: 1500 158 1342 1500 500 1000 54 2919 27 288 2654 58

 Capacity Analysis Module:
 Vol/Sat: 0.07 0.13 0.13 0.01 0.02 0.02 0.19 0.18 0.18 0.26 0.26 0.26
 Crit Volume: 190 10 10 390
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #18 Harry Bridges Blvd / Neptune Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.292
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 20 Level Of Service: A

 Street Name: Neptune Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 0 0 1 0 1 0 0 1 0 1 0

 Volume Module:
 Base Vol: 0 0 15 10 0 15 15 665 5 10 775 10
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 15 10 0 15 15 665 5 10 775 10
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 15 10 0 15 15 665 5 10 775 10
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 15 10 0 15 15 665 5 10 775 10
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 15 10 0 15 15 665 5 10 775 10
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 15 10 0 15 15 665 5 10 775 10

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 1.00 1.00 0.40 0.00 0.60 0.04 1.95 0.01 0.02 1.95 0.03
 Final Sat.: 0 1500 1500 600 0 900 66 2912 22 38 2925 38

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.01 0.02 0.00 0.02 0.23 0.23 0.23 0.26 0.27 0.26
 Crit Volume: 15 10 15 398
 Crit Moves: **** **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #19 Harry Bridges Blvd / King Ave

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.590
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 35 Level Of Service: A

 Street Name: King Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 1 0 0 0 0 1 0 1 0 1 0 1 0 1 0 0

 Volume Module:
 Base Vol: 0 0 0 20 0 185 105 775 0 0 805 30
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 20 0 185 105 775 0 0 805 30
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 20 0 185 105 775 0 0 805 30
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 20 0 185 105 775 0 0 805 30
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 20 0 185 105 775 0 0 805 30
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 20 0 185 105 775 0 0 805 30

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
 Lanes: 0.00 1.00 0.00 0.20 0.80 1.00 1.00 2.00 0.00 1.00 1.93 0.07
 Final Sat.: 0 1200 0 234 966 1200 1200 2400 0 1200 2314 86

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.09 0.00 0.15 0.09 0.32 0.00 0.00 0.35 0.35
 Crit Volume: 0 185 105 418
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.560
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 33 Level Of Service: A

 Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Permitted Permitted Permitted Permitted
 Rights: Include Ignore Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 1 0 1 0 1 0 2 0 1 1 0 1 0 2 0 1

 Volume Module:
 Base Vol: 0 0 0 335 0 570 90 475 0 0 580 415
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 335 0 570 90 475 0 0 580 415
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 335 0 570 90 475 0 0 580 415
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 335 0 0 90 475 0 0 580 415
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 335 0 0 90 475 0 0 580 415
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 335 0 0 90 475 0 0 580 415

 Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.22 0.00 0.00 0.06 0.16 0.00 0.00 0.19 0.28
 Crit Volume: 0 335 90 415
 Crit Moves: **** **** ****

 Level Of Service Computation Report
 Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

 Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 63 Level Of Service: B

 Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

 Control: Protected Protected Protected Protected
 Rights: Include Include Include Include
 Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
 Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 2 0 0 0 0 0 2 1 0

 Volume Module:
 Base Vol: 0 0 0 165 0 135 250 1410 0 0 1265 225
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 165 0 135 250 1410 0 0 1265 225
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 165 0 135 250 1410 0 0 1265 225
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 165 0 135 250 1410 0 0 1265 225
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 165 0 135 250 1410 0 0 1265 225
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 165 0 135 250 1410 0 0 1265 225

 Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.55 0.45
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3629 646

 Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.12 0.00 0.09 0.18 0.49 0.00 0.00 0.35 0.35
 Crit Volume: 0 165 250 497
 Crit Moves: **** **** ****

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: C

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, and Lanes. Rows include Santa Fe Ave and Pacific Coast Hwy with various movement and control details.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for various movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. for various movements.

Capacity Analysis Module table showing Vol/Sat and Crit Moves for various movements.

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.782
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 80 Level Of Service: C

Street Name:	Harbor Ave			Pacific Coast Hwy		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Permitted	Permitted	Protected	Protected		
Rights:	Include	Include	Include	Include		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 0 1	0 1 0 0 1	1 0 2 1 0	1 0 2 1 0		

Volume Module:

Base Vol:	35	35	300	230	55	50	15	1490	25	110	1505	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	35	300	230	55	50	15	1490	25	110	1505	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	35	300	230	55	50	15	1490	25	110	1505	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	35	300	230	55	50	15	1490	25	110	1505	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	35	300	230	55	50	15	1490	25	110	1505	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	35	300	230	55	50	15	1490	25	110	1505	190

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.81	0.19	1.00	1.00	2.95	0.05	1.00	2.66	0.34
Final Sat.:	800	800	1600	1291	309	1600	1600	4721	79	1600	4262	538

Capacity Analysis Module:

Vol/Sat:	0.02	0.04	0.19	0.14	0.18	0.03	0.01	0.32	0.32	0.07	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

Level Of Service Computation Report
 ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

 Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.640
 Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 48 Level Of Service: B

Street Name:	Alameda St Ramp			Sepulveda Blvd		
Approach:	North Bound	South Bound	East Bound	West Bound		
Movement:	L - T - R	L - T - R	L - T - R	L - T - R		
Control:	Split Phase	Split Phase	Protected	Protected		
Rights:	Include	Include	Include	Ovl		
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0		
Lanes:	0 1 0 1 0	1 1 0 0 1	1 0 2 0 1	1 0 2 0 1		

Volume Module:

Base Vol:	0	30	25	30	85	125	230	730	25	80	620	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	30	25	30	85	125	230	730	25	80	620	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	30	25	30	85	125	230	730	25	80	620	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	30	25	30	85	125	230	730	25	80	620	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	30	25	30	85	125	230	730	25	80	620	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	30	25	30	85	125	230	730	25	80	620	575
OvlAdjVol:												450

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.09	0.91	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	0	1745	1455	1600	1600	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.02	0.02	0.02	0.05	0.08	0.14	0.23	0.02	0.05	0.19	0.36
OvlAdjV/S:												0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

2046 Plus Alternative 2: Reduced Project PM Peak Hour

 Port of Los Angeles
 SCIG
 Year 2046 PM Peak - Reduced Project

Scenario: 2046 Reduced PM Peak
 Scenario Report
 Command: 2046 Reduced PM Peak
 Volume: 2046 Reduced PM Peak
 Geometry: Future
 Impact Fee: Default Impact Fee
 Trip Generation: Default Trip Generation
 Trip Distribution: Default Trip Distribution
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Port of Los Angeles
 SCIG
 Year 2046 PM Peak - Reduced Project

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.492	A xxxxx	0.492	+ 0.000 V/C
# 2	A xxxxx	0.393	A xxxxx	0.393	+ 0.000 V/C
# 3 Pier S Ave / Ocean Blvd	A xxxxx	0.395	A xxxxx	0.395	+ 0.000 V/C
# 4	A xxxxx	0.441	A xxxxx	0.441	+ 0.000 V/C
# 5 Seaside Ave / Navy Way	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
# 6 Ferry St / Seaside Ave / Harbo	A xxxxx	0.470	A xxxxx	0.470	+ 0.000 V/C
# 7 Pico Ave / Pier B St / 9th St	B xxxxx	0.680	B xxxxx	0.680	+ 0.000 V/C
# 8 Anaheim St / Harbor Ave	C xxxxx	0.755	C xxxxx	0.755	+ 0.000 V/C
# 9 Anaheim St / Santa Fe Ave	E xxxxx	0.941	E xxxxx	0.941	+ 0.000 V/C
# 10 Anaheim St / E I St-W 9th St	D xxxxx	0.873	D xxxxx	0.873	+ 0.000 V/C
# 11 Anaheim St / Farragut Ave	B xxxxx	0.684	B xxxxx	0.684	+ 0.000 V/C
# 12 Anaheim St / Henry Ford Ave	F xxxxx	1.002	F xxxxx	1.002	+ 0.000 V/C
# 13 Anaheim St / Alameda St	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
# 14 Henry Ford Ave / Pier A Wy / S	A xxxxx	0.327	A xxxxx	0.327	+ 0.000 V/C
# 15 Harry Bridges Blvd / Broad Ave	A xxxxx	0.532	A xxxxx	0.532	+ 0.000 V/C
# 16 Harry Bridges Blvd / Avalon Bl	C xxxxx	0.793	C xxxxx	0.793	+ 0.000 V/C
# 17 Harry Bridges Blvd / Fries Ave	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 18 Harry Bridges Blvd / Neptune A	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
# 19 Harry Bridges Blvd / King Ave	D xxxxx	0.898	D xxxxx	0.898	+ 0.000 V/C
# 20 Harry Bridges Blvd / Figueroa	D xxxxx	0.895	D xxxxx	0.895	+ 0.000 V/C
# 21 PCH / Alameda St Ramp	C xxxxx	0.730	C xxxxx	0.730	+ 0.000 V/C
# 23 Pacific Coast Hwy / Santa Fe A	E xxxxx	0.946	E xxxxx	0.946	+ 0.000 V/C

Port of Los Angeles
SCIG
Year 2046 PM Peak - Reduced Project

Intersection	Base		Future		Change in
	Del/ LOS Veh	V/ C	Del/ LOS Veh	V/ C	
# 24 Pacific Coast Hwy / Harbor Ave	E xxxxx	0.908	E xxxxx	0.908	+ 0.000 V/C
# 25 Sepulveda Blvd / Alameda St Ra	B xxxxx	0.623	B xxxxx	0.623	+ 0.000 V/C

Port of Los Angeles
SCIG
Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Ocean Blvd / Terminal Island Fwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Street Name:	Terminal Island Fwy				Ocean Blvd				
Approach:	North Bound		South Bound		East Bound		West Bound		
Movement:	L	T	R	L	T	R	L	T	R
Control:	Protected		Protected		Protected		Protected		
Rights:	Include		Include		Include		Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0	0	0	2	0	2

Volume Module:

Base Vol:	5	610	0	0	235	750	0	0	0	20	250	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	610	0	0	235	750	0	0	0	20	250	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	610	0	0	235	750	0	0	0	20	250	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	610	0	0	235	750	0	0	0	20	250	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	610	0	0	235	750	0	0	0	20	250	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	610	0	0	235	750	0	0	0	20	250	0

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	2.00	0.00	0.00	0.00	1.00	2.00	1.00
Final Sat.:	1600	3200	0	0	3200	2880	0	0	0	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.00	0.19	0.00	0.00	0.07	0.26	0.00	0.00	0.00	0.01	0.08	0.00
Crit Moves:	****					****				****		

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.393
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Split Phase, Protected), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 Pier S Ave / Ocean Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.395
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Table with 4 columns: Street Name (Pier S Ave, Ocean Blvd), Approach (North Bound, South Bound, East Bound, West Bound), Movement (L-T-R), Control (Protected, Split Phase), Rights (Include), Min. Green, Lanes.

Volume Module:

Table with 12 columns for traffic volume metrics: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module:

Table with 12 columns for saturation flow metrics: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module:

Table with 12 columns for capacity analysis metrics: Vol/Sat, Crit Moves.

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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*****
Intersection #4
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.441
Loss Time (sec):  10 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    30          Level Of Service:      A
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        0 0 0 0 0      2 0 0 0 0      1 0 2 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 0 0 0      270 0 0      395 695 0      0 0 0 0
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   0 0 0 0      270 0 0      395 695 0      0 0 0 0
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  0 0 0 0      270 0 0      395 695 0      0 0 0 0
User Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:   0 0 0 0      270 0 0      395 695 0      0 0 0 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  0 0 0 0      270 0 0      395 695 0      0 0 0 0
PCE Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:      1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:  0 0 0 0      270 0 0      395 695 0      0 0 0 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment:   1.00 1.00 1.00 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.:   0 0 0 0      2880 0 0      1600 3200 0      0 0 0 0
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.00 0.00 0.00 0.09 0.00 0.00 0.25 0.22 0.00 0.00 0.00 0.00
Crit Moves:   ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

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*****
Intersection #5 Seaside Ave / Navy Way
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.865
Loss Time (sec):  0 (Y+R=4.0 sec)  Average Delay (sec/veh):      xxxxxx
Optimal Cycle:    138         Level Of Service:      D
*****
Street Name:      Navy Way      Seaside Ave
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Permitted      Permitted      Protected      Protected
Rights:      Ignore      Include      Owl      Ignore
Min. Green:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Lanes:        2 0 0 0 1      0 0 0 0 0      0 0 3 0 1      0 0 3 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol:      660 0 870 0 0 0      0 2710 305 0 2495 120
Growth Adj:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:   660 0 870 0 0 0      0 2710 305 0 2495 120
Added Vol:    0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
PasserByVol:  0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut:  660 0 870 0 0 0      0 2710 305 0 2495 120
User Adj:     1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:   660 0 0 0 0 0      0 2710 305 0 2495 0
Reduct Vol:   0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol:  660 0 0 0 0 0      0 2710 305 0 2495 0
PCE Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj:      1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume:  660 0 0 0 0 0      0 2710 305 0 2495 0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:     1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment:   1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes:        2.00 0.00 1.00 0.00 0.00 0.00 0.00 3.00 1.00 0.00 3.00 1.00
Final Sat.:   2850 0 1425 0 0 0      0 4275 1425 0 4275 1425
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:      0.23 0.00 0.00 0.00 0.00 0.00 0.00 0.63 0.21 0.00 0.58 0.00
Crit Volume:  330          0          903          0
Crit Moves:   ****          ****          ****          ****
*****
    
```

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #6 Ferry St / Seaside Ave / Harbor Fwy Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.470
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Street Name: Ferry St / Seaside Ave Harbor Fwy Ramp
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0
Lanes: 0 0 1 0 1 1 0 2 0 0 0 0 0 0 0 0

Volume Module:
Base Vol: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 545 275 0 300 0 0 0 0 0 250 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 545 275 0 300 0 0 0 0 0 250 0 0 0

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 1.00 1.00 1.00 2.00 0.00 0.00 0.00 0.00 2.00 0.00 0.00
Final Sat.: 0 1425 1425 1425 2850 0 0 0 0 2850 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.38 0.19 0.00 0.11 0.00 0.00 0.00 0.00 0.09 0.00 0.00
Crit Volume: 545 0 0 125
Crit Moves: **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Pico Ave / Pier B St / 9th St / I-710 Ramps

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Street Name: Pier B St-Pico Ave I-710 Ramps-9th St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 1 0 0 1 1 0 1 0

Volume Module:
Base Vol: 120 5 160 60 5 10 40 225 210 370 335 190
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 120 5 160 60 5 10 40 225 210 370 335 190
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 120 5 160 60 5 10 40 225 210 370 335 190
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 120 5 160 60 5 10 40 225 0 370 335 190
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 120 5 160 60 5 10 40 225 0 370 335 190
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 120 5 160 60 5 10 40 225 0 370 335 190

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 0.90 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 0.30 1.70 1.00 0.83 0.75 0.42
Final Sat.: 2880 1600 1600 1600 1600 1600 483 2717 1600 1323 1198 679

Capacity Analysis Module:
Vol/Sat: 0.04 0.00 0.10 0.04 0.00 0.01 0.08 0.08 0.00 0.28 0.28 0.28
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 Anaheim St / Harbor Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Street Name: Harbor Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 0 0 1 0 0 1 0 3 0 1

Volume Module:

Base Vol: 55 55 125 190 40 135 30 1610 30 50 1645 205
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 55 55 125 190 40 135 30 1610 30 50 1645 205
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 55 55 125 190 40 135 30 1610 30 50 1645 205
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 55 55 125 190 40 135 30 1610 30 50 1645 205
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 55 55 125 190 40 135 30 1610 30 50 1645 205
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 55 55 125 190 40 135 30 1610 30 50 1645 205

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.31 0.69 0.52 0.11 0.37 1.00 2.95 0.05 1.00 3.00 1.00
Final Sat.: 1600 489 1111 833 175 592 1600 4712 88 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.03 0.11 0.11 0.12 0.23 0.23 0.02 0.34 0.34 0.03 0.34 0.13
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Anaheim St / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.941
Loss Time (sec): 18 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 Level Of Service: E

Street Name: Santa Fe Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 1 0 2 0 1 1 0 2 1 0 1 0 3 0 1

Volume Module:

Base Vol: 15 280 110 505 265 155 85 1580 5 45 1385 430
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 15 280 110 505 265 155 85 1580 5 45 1385 430
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 15 280 110 505 265 155 85 1580 5 45 1385 430
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 15 280 110 505 265 155 85 1580 5 45 1385 430
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 15 280 110 505 265 155 85 1580 5 45 1385 430
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 15 280 110 505 265 155 85 1580 5 45 1385 430

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.99 0.01 1.00 3.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 4785 15 1600 4800 1600

Capacity Analysis Module:

Vol/Sat: 0.01 0.09 0.07 0.32 0.08 0.10 0.05 0.33 0.33 0.03 0.29 0.27
Crit Moves: **** **** **** ****

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ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Anaheim St / E I St-W 9th St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.873
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: D

Street Name: E I St - W 9th St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted	Permitted	Protected	Protected
Rights:	Ignore	Ignore	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	1 0 2 0 1	1 0 2 0 1	1 0 2 1 0	1 0 2 0 1

Volume Module:
Base Vol: 360 220 35 245 195 70 105 1440 465 25 1285 280
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 360 220 35 245 195 70 105 1440 465 25 1285 280
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 360 220 35 245 195 70 105 1440 465 25 1285 280
User Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 360 220 0 245 195 0 105 1440 465 25 1285 280
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 360 220 0 245 195 0 105 1440 465 25 1285 280
PCE Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 360 220 0 245 195 0 105 1440 465 25 1285 280

Saturation Flow Module:
Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 1.00 2.00 1.00 1.00 2.27 0.73 1.00 2.00 1.00
Final Sat.: 1600 3200 1600 1600 3200 1600 1600 3628 1172 1600 3200 1600

Capacity Analysis Module:
Vol/Sat: 0.23 0.07 0.00 0.15 0.06 0.00 0.07 0.40 0.40 0.02 0.40 0.17
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #11 Anaheim St / Farragut Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

Street Name: Farragut Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected	Protected	Protected	Protected
Rights:	Include	Ovl	Include	Ovl
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 0 0 0	1 0 0 0 1	1 0 3 0 0	0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 60 0 395 225 1885 0 0 1740 80
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 60 0 395 225 1885 0 0 1740 80
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 60 0 395 225 1885 0 0 1740 80
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 60 0 395 225 1885 0 0 1740 80
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 60 0 395 225 1885 0 0 1740 80
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 60 0 395 225 1885 0 0 1740 80

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1425 0 1425 1425 4275 0 0 4275 1425

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.28 0.16 0.44 0.00 0.00 0.41 0.06
Crit Volume: 0 395 0 580
Crit Moves: ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.002
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name: Henry Ford Ave Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Permitted Permitted
Rights: Include Include Ignore Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 1 1 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:
Base Vol: 320 340 195 250 170 55 100 1755 265 80 1655 170
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 320 340 195 250 170 55 100 1755 265 80 1655 170
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 320 340 195 250 170 55 100 1755 265 80 1655 170
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
PHF Volume: 320 340 195 250 170 55 100 1755 0 80 1655 170
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 320 340 195 250 170 55 100 1755 0 80 1655 170
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00
FinalVolume: 320 340 195 250 170 55 100 1755 0 80 1655 170

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.45 1.55 1.00 1.00 2.27 0.73 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 2073 2202 1425 1425 3230 1045 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:
Vol/Sat: 0.15 0.15 0.14 0.18 0.05 0.05 0.07 0.62 0.00 0.06 0.58 0.12
Crit Volume: 220 250 878 80
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #13 Anaheim St / Alameda St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

Street Name: Alameda St Anaheim St
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Ovl Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 1 1 1 1 0 2 0 1 1 0 2 0 1 1 0

Volume Module:
Base Vol: 25 275 830 30 435 175 120 1245 20 435 1530 35
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 25 275 830 30 435 175 120 1245 20 435 1530 35
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 25 275 830 30 435 175 120 1245 20 435 1530 35
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 25 275 830 30 435 175 120 1245 20 435 1530 35
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 25 275 830 30 435 175 120 1245 20 435 1530 35
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 25 275 830 30 435 175 120 1245 20 435 1530 35

Saturation Flow Module:
Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 1.00 2.00 1.00 2.00 1.00 1.00 2.00 1.00 2.00 1.96 0.04
Final Sat.: 1425 1425 2850 1425 2850 1425 1425 2850 1425 2850 2786 64

Capacity Analysis Module:
Vol/Sat: 0.02 0.19 0.29 0.02 0.15 0.12 0.08 0.44 0.01 0.15 0.55 0.55
Crit Volume: 275 30 120 783
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #14 Henry Ford Ave / Pier A Wy / SR 47 / SR 103 Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name: Henry Ford Ave-SR 103 Ramp Henry Ford Ave-Pier A Wy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Split Phase Split Phase
Rights: Ignore Include Include Ignore
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 2 0 1 2 0 1 1 0 1 0 0 0 1

Volume Module:
Base Vol: 85 345 85 100 335 35 70 0 10 110 0 300
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 85 345 85 100 335 35 70 0 10 110 0 300
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 85 345 85 100 335 35 70 0 10 110 0 300
User Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 85 345 0 100 335 35 70 0 10 110 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 85 345 0 100 335 35 70 0 10 110 0 0
PCE Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 85 345 0 100 335 35 70 0 10 110 0 0

Saturation Flow Module:
Sat/Lane: 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375 1375
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 2.00 1.00 2.00 1.81 0.19 1.00 0.00 1.00 1.00 0.00 1.00
Final Sat.: 1375 2750 1375 2750 2490 260 1375 0 1375 1375 0 1375

Capacity Analysis Module:
Vol/Sat: 0.06 0.13 0.00 0.04 0.13 0.13 0.05 0.00 0.01 0.08 0.00 0.00
Crit Volume: 85 185 70 110
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #15 Harry Bridges Blvd / Broad Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name: Broad Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0

Volume Module:
Base Vol: 10 5 210 90 5 200 145 580 0 65 535 95
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 10 5 210 90 5 200 145 580 0 65 535 95
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 10 5 210 90 5 200 145 580 0 65 535 95
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 10 5 210 90 5 200 145 580 0 65 535 95
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 10 5 210 90 5 200 145 580 0 65 535 95
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 10 5 210 90 5 200 145 580 0 65 535 95

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.02 0.98 1.00 0.02 0.98 0.40 1.60 0.00 0.19 1.54 0.27
Final Sat.: 1500 35 1465 1500 37 1463 600 2400 0 281 2309 410

Capacity Analysis Module:
Vol/Sat: 0.01 0.14 0.14 0.06 0.14 0.14 0.24 0.24 0.00 0.23 0.23 0.23
Crit Volume: 215 90 145 348
Crit Moves: **** **** **** ****

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Level Of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

 Intersection #16 Harry Bridges Blvd / Avalon Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 70 Level Of Service: C

Street Name: Avalon Blvd Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Include		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	1	0	1

Volume Module:

Base Vol:	90	80	5	10	110	255	455	660	35	50	710	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	80	5	10	110	255	455	660	35	50	710	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	80	5	10	110	255	455	660	35	50	710	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	80	5	10	110	255	455	660	35	50	710	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	80	5	10	110	255	455	660	35	50	710	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	80	5	10	110	255	455	660	35	50	710	20

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.94	0.06	0.05	0.95	1.00	0.79	1.15	0.06	0.13	1.82	0.05
Final Sat.:	1500	1414	86	80	1420	1500	1187	1722	91	192	2731	77

Capacity Analysis Module:

Vol/Sat:	0.06	0.06	0.06	0.13	0.08	0.17	0.38	0.38	0.38	0.26	0.26	0.26
Crit Volume:	90					255	455			390		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

 Intersection #17 Harry Bridges Blvd / Fries Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 28 Level Of Service: A

Street Name: Fries Ave Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Include		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	1	0	0	1	0	0	1	0

Volume Module:

Base Vol:	150	25	140	10	5	25	15	975	5	40	970	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	25	140	10	5	25	15	975	5	40	970	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	25	140	10	5	25	15	975	5	40	970	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	25	140	10	5	25	15	975	5	40	970	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	25	140	10	5	25	15	975	5	40	970	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	150	25	140	10	5	25	15	975	5	40	970	35

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.15	0.85	1.00	0.17	0.83	0.03	1.96	0.01	0.08	1.85	0.07
Final Sat.:	1500	227	1273	1500	250	1250	45	2940	15	115	2785	100

Capacity Analysis Module:

Vol/Sat:	0.10	0.11	0.11	0.01	0.02	0.02	0.33	0.33	0.33	0.35	0.35	0.35
Crit Volume:	150					30	498			40		
Crit Moves:	****					****	****			****		

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #18 Harry Bridges Blvd / Neptune Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.490
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name: Neptune Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 0 0 1 0 0 0 1 0 1 0

Volume Module:

Base Vol: 60 0 45 10 5 30 20 935 30 15 1190 15
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 0 45 10 5 30 20 935 30 15 1190 15
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 0 45 10 5 30 20 935 30 15 1190 15
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 0 45 10 5 30 20 935 30 15 1190 15
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 0 45 10 5 30 20 935 30 15 1190 15
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 0 45 10 5 30 20 935 30 15 1190 15

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 1.00 0.14 0.86 0.22 0.11 0.67 0.04 1.90 0.06 0.02 1.96 0.02
Final Sat.: 1500 214 1286 333 167 1000 61 2848 91 37 2926 37

Capacity Analysis Module:

Vol/Sat: 0.04 0.00 0.03 0.03 0.03 0.33 0.33 0.33 0.41 0.41 0.41
Crit Volume: 60 45 20 610
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

Intersection #19 Harry Bridges Blvd / King Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.898
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 Level Of Service: D

Street Name: King Ave Harry Bridges Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Permitted Permitted
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 1 0 0 0 1 0 1 0 1 0 1 0 1 0

Volume Module:

Base Vol: 0 0 0 80 0 220 200 895 0 0 1000 315
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 80 0 220 200 895 0 0 1000 315
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 80 0 220 200 895 0 0 1000 315
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 80 0 220 200 895 0 0 1000 315
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 80 0 220 200 895 0 0 1000 315
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 80 0 220 200 895 0 0 1000 315

Saturation Flow Module:

Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80 0.80
Lanes: 0.00 1.00 0.00 0.53 0.47 1.00 1.00 2.00 0.00 1.00 1.52 0.48
Final Sat.: 0 1200 0 640 560 1200 1200 2400 0 1200 1825 575

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.13 0.00 0.18 0.17 0.37 0.00 0.00 0.55 0.55
Crit Volume: 0 220 200 658
Crit Moves: **** **** **** ****

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Circular 212 Planning Method (Future Volume Alternative)

 Intersection #20 Harry Bridges Blvd / Figueroa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 137 Level Of Service: D

Street Name: Figueroa St Harry Bridges Blvd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Permitted Include		Permitted Ignore		Permitted Include		Permitted Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	1	0	1	0	2	0	1

Volume Module:
 Base Vol: 0 0 0 575 0 690 115 640 0 0 1305 580
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 575 0 690 115 640 0 0 1305 580
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 575 0 690 115 640 0 0 1305 580
 User Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 575 0 0 115 640 0 0 1305 580
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 575 0 0 115 640 0 0 1305 580
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 575 0 0 115 640 0 0 1305 580

Saturation Flow Module:
 Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 2.00 0.00 1.00 2.00 1.00 1.00 2.00 0.00 1.00 2.00 1.00
 Final Sat.: 0 3000 0 1500 3000 1500 1500 3000 0 1500 3000 1500

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.38 0.00 0.00 0.08 0.21 0.00 0.00 0.44 0.39
 Crit Volume: 0 575 115 653
 Crit Moves: ****

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Circular 212 Planning Method (Future Volume Alternative)

 Intersection #21 PCH / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 84 Level Of Service: C

Street Name: Alameda St Ramp PCH
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Control:	Protected Include		Protected Include		Protected Include		Protected Include	
Min. Green:	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	1	0	2	0

Volume Module:
 Base Vol: 0 0 0 270 0 240 235 1540 0 0 1320 230
 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Initial Bse: 0 0 0 270 0 240 235 1540 0 0 1320 230
 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
 Initial Fut: 0 0 0 270 0 240 235 1540 0 0 1320 230
 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 PHF Volume: 0 0 0 270 0 240 235 1540 0 0 1320 230
 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
 Reduced Vol: 0 0 0 270 0 240 235 1540 0 0 1320 230
 PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 FinalVolume: 0 0 0 270 0 240 235 1540 0 0 1320 230

Saturation Flow Module:
 Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425
 Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
 Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 1.00 2.00 0.00 0.00 2.55 0.45
 Final Sat.: 0 0 0 1425 0 1425 1425 2850 0 0 3641 634

Capacity Analysis Module:
 Vol/Sat: 0.00 0.00 0.00 0.19 0.00 0.17 0.16 0.54 0.00 0.00 0.36 0.36
 Crit Volume: 0 270 770 0
 Crit Moves: ****

Port of Los Angeles

SCIG
Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Pacific Coast Hwy / Santa Fe Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.946
Loss Time (sec): 14 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 Level Of Service: E

Street Name:	Santa Fe Ave				Pacific Coast Hwy										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Control:	Prot+Permit		Prot+Permit		Protected		Protected								
Rights:	Include		Include		Include		Include								
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1

Volume Module:

Base Vol:	10	580	120	10	425	125	210	1650	15	165	1275	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	580	120	10	425	125	210	1650	15	165	1275	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	580	120	10	425	125	210	1650	15	165	1275	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	580	120	10	425	125	210	1650	15	165	1275	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	580	120	10	425	125	210	1650	15	165	1275	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	580	120	10	425	125	210	1650	15	165	1275	110

Saturation Flow Module:

Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600

Capacity Analysis Module:

Vol/Sat:	0.01	0.18	0.08	0.01	0.13	0.08	0.13	0.52	0.01	0.10	0.40	0.07
Crit Moves:	****		****		****		****		****		****	

Port of Los Angeles
SCIG
Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Pacific Coast Hwy / Harbor Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: E

Street Name: Harbor Ave Pacific Coast Hwy
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 0 1 0 1 0 0 1 1 0 2 1 0

Volume Module:

Base Vol: 35 75 305 325 115 35 30 1900 25 75 1380 265
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 35 75 305 325 115 35 30 1900 25 75 1380 265
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 35 75 305 325 115 35 30 1900 25 75 1380 265
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 35 75 305 325 115 35 30 1900 25 75 1380 265
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 35 75 305 325 115 35 30 1900 25 75 1380 265
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 35 75 305 325 115 35 30 1900 25 75 1380 265

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.32 0.68 1.00 0.74 0.26 1.00 1.00 2.96 0.04 1.00 2.52 0.48
Final Sat.: 509 1091 1600 1182 418 1600 1600 4738 62 1600 4027 773

Capacity Analysis Module:

Vol/Sat: 0.02 0.07 0.19 0.20 0.27 0.02 0.02 0.40 0.40 0.05 0.34 0.34
Crit Moves: **** **

Port of Los Angeles
SCIG
Year 2046 PM Peak - Reduced Project

Level Of Service Computation Report

ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Sepulveda Blvd / Alameda St Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Street Name: Alameda St Ramp Sepulveda Blvd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Ovl
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 1 0 1 0 1 1 0 0 1 1 0 2 0 1

Volume Module:

Base Vol: 5 30 30 35 15 145 200 1010 0 5 855 420
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 5 30 30 35 15 145 200 1010 0 5 855 420
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 5 30 30 35 15 145 200 1010 0 5 855 420
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 5 30 30 35 15 145 200 1010 0 5 855 420
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 5 30 30 35 15 145 200 1010 0 5 855 420
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 5 30 30 35 15 145 200 1010 0 5 855 420
OvlAdjVol: 275

Saturation Flow Module:

Sat/Lane: 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600 1600
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.15 0.93 0.92 1.40 0.60 1.00 1.00 2.00 1.00 1.00 2.00 1.00
Final Sat.: 246 1477 1477 2240 960 1600 1600 3200 1600 1600 3200 1600

Capacity Analysis Module:

Vol/Sat: 0.02 0.02 0.02 0.02 0.02 0.09 0.13 0.32 0.00 0.00 0.27 0.26
OvlAdjV/S: 0.17

Crit Moves: **** **

2046 Plus Alternative 2: Reduced Project PM Peak Hour MITIGATION

Level of Service Computation Report

Circular 212 Planning Method (Future Volume Alternative)

Intersection #12 Anaheim St / Henry Ford Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835

Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx

Optimal Cycle: 113 Level Of Service: D

Street Name: Henry Ford Ave Anaheim St

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Permitted Permitted

Rights: Include Include Ignore Include

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Lanes: 1 0 2 0 1 1 0 2 1 0 1 0 2 0 1

Volume Module:

Base Vol: 235 170 110 285 235 95 115 1310 235 100 1360 250

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 235 170 110 285 235 95 115 1310 235 100 1360 250

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 235 170 110 285 235 95 115 1310 235 100 1360 250

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

PHF Volume: 235 170 110 285 235 95 115 1310 0 100 1360 250

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 235 170 110 285 235 95 115 1310 0 100 1360 250

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.00 1.00 1.00

FinalVolume: 235 170 110 285 235 95 115 1310 0 100 1360 250

Saturation Flow Module:

Sat/Lane: 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425 1425

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 1.00 2.00 1.00 1.00 2.14 0.86 1.00 2.00 1.00 1.00 2.00 1.00

Final Sat.: 1425 2850 1425 1425 3044 1231 1425 2850 1425 1425 2850 1425

Capacity Analysis Module:

Vol/Sat: 0.16 0.06 0.08 0.20 0.08 0.08 0.08 0.46 0.00 0.07 0.48 0.18

Crit Volume: 110 285 115 680

Crit Moves: **** **** **** ****

Traffic Operations Analysis
prepared for the Pacific Coast Highway Bridge Replacement (#53-399)
and SCIG Site Driveway Alternatives Project

Baseline Conditions

Ramp, Weave and Segment Analysis

2 eo SR-103 NB Ramps Existing2008_AM_Seg.txt

HCS+: Multi-lane Highways Release 5.4

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY
Agency/Co: Iteris, Inc.
Date: 10/18/2010
Analysis Period: AM Peak Hour
Highway: PCH
From/To: e/o SR-103 NB Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

Direction	1	2
Lane width	12.0 ft	12.0 ft
Lateral clearance:		
Right edge	6.0 ft	6.0 ft
Left edge	6.0 ft	6.0 ft
Total lateral clearance	12.0 ft	12.0 ft
Access points per mile	0	0
Median type		
Free-flow speed:	Measured	Measured
FFS or BFFS	55.0 mph	55.0 mph
Lane width adjustment, FLW	0.0 mph	0.0 mph
Lateral clearance adjustment, FLC	0.0 mph	0.0 mph
Median type adjustment, FM	0.0 mph	0.0 mph
Access points adjustment, FA	0.0 mph	0.0 mph
Free-flow speed	55.0 mph	55.0 mph

VOLUME

Direction	1	2
Volume, V	1128 vph	1285 vph
Peak-hour factor, PHF	0.92	0.92
Peak 15-minute volume, v15	307	349
Trucks and buses	0 %	0 %
Recreational vehicles	0 %	0 %
Terrain type	Level	Level
Grade	0.00 %	0.00 %
Segment length	0.00 mi	0.00 mi
Number of lanes	2	2
Driver population adjustment, fp	1.00	1.00
Trucks and buses PCE, ET	1.5	1.5
Recreational vehicles PCE, ER	1.2	1.2
Heavy vehicle adjustment, FHV	1.000	1.000
Flow rate, vp	613 pcphpl	698 pcphpl

RESULTS

Direction	1	2
	Page 1	

2 eo SR-103 NB Ramps Existing2008_AM_Seg.txt

Flow rate, vp	613	pcphpl	698	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	55.0	mph
Level of service, LOS	B		B	
Density, D	11.1	pc/mi/ln	12.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

1 wo E Road Existing2008_AM_Seg.txt
HCS+: Multilane Highways Release 5.4

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY
Agency/Co: Iteris, Inc.
Date: 10/18/2010
Analysis Period: AM Peak Hour
Highway: PCH
From/To: w/o E Rd Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	Direction 1		Direction 2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

	Direction 1		Direction 2	
Volume, V	1111	vph	1045	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	302		284	
Trucks and buses	0	%	0	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, FHV	1.000		1.000	
Flow rate, vp	402	pcphpl	567	pcphpl

RESULTS

Direction	1	2
	Page 1	

	1 wo E Road Existing2008_AM_Seg.txt		
Flow rate, vp	402	pcphpl	567
Free-flow speed, FFS	55.0	mph	55.0
Avg. passenger-car travel speed, S	55.0	mph	55.0
Level of service, LOS	A		A
Density, D	7.3	pc/mi/ln	10.3

Overall results are not computed when free-flow speed is less than 45 mph.

2 no NB PCH On Ramp Existing2008_AM_Seg. txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: AM Peak Hour
Freeway/Direction: SR-103 NB
From/To: n/o NB PCH On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V 919 veh/h
Peak-hour factor, PHF 0.92
Peak 15-min volume, v15 250 v
Trucks and buses 0 %
Recreational vehicles 0 %
Terrain type: Level
Grade 0.00 %
Segment length 0.00 mi
Trucks and buses PCE, ET 1.5
Recreational vehicle PCE, ER 1.2
Heavy vehicle adjustment, FHV 1.000
Driver population factor, fp 1.00
Flow rate, vp 499 pc/h/ln

Speed Inputs and Adjustments

Lane width 12.0 ft
Right-shoulder lateral clearance 6.0 ft
Interchange density 0.50 interchange/mi
Number of lanes, N 2
Free-flow speed: Measured
FFS or BFFS 60.0 mi/h
Lane width adjustment, fLW 0.0 mi/h
Lateral clearance adjustment, fLC 0.0 mi/h
Interchange density adjustment, fID 0.0 mi/h
Number of lanes adjustment, fN 4.5 mi/h
Free-flow speed, FFS 60.0 mi/h
Urban Freeway

LOS and Performance Measures

Flow rate, vp 499 pc/h/ln
Free-flow speed, FFS 60.0 mi/h
Average passenger-car speed, S 60.0 mi/h
Number of lanes, N 2
Density, D 8.3 pc/mi/ln
Level of service, LOS A

2 no NB PCH On Ramp Existing2008_AM_Seg. txt

Overall results are not computed when free-flow speed is less than 55 mph.

1 so NB PCH Off Ramp Existing2008_AM_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: AM Peak Hour
Freeway/Direction: SR-103 NB
From/To: s/o NB PCH Off Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V 900 veh/h
Peak-hour factor, PHF 0.92
Peak 15-min volume, v15 245 v
Trucks and buses 0 %
Recreational vehicles 0 %
Terrain type: Level
Grade 0.00 %
Segment length 0.00 mi
Trucks and buses PCE, ET 1.5
Recreational vehicle PCE, ER 1.2
Heavy vehicle adjustment, FHV 1.000
Driver population factor, fp 1.00
Flow rate, vp 489 pc/h/ln

Speed Inputs and Adjustments

Lane width 12.0 ft
Right-shoulder lateral clearance 6.0 ft
Interchange density 0.50 interchange/mi
Number of lanes, N 2
Free-flow speed: Measured
FFS or BFFS 60.0 mi/h
Lane width adjustment, fLW 0.0 mi/h
Lateral clearance adjustment, fLC 0.0 mi/h
Interchange density adjustment, fID 0.0 mi/h
Number of lanes adjustment, fN 4.5 mi/h
Free-flow speed, FFS 60.0 mi/h
Urban Freeway

LOS and Performance Measures

Flow rate, vp 489 pc/h/ln
Free-flow speed, FFS 60.0 mi/h
Average passenger-car speed, S 60.0 mi/h
Number of lanes, N 2
Density, D 8.1 pc/mi/ln
Level of service, LOS A

1 so NB PCH Off Ramp Existing2008_AM_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

2 no SB PCH Off Ramp Existing2008_AM_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: AM Peak Hour
Freeway/Direction: SR-103 SB
From/To: n/o SB PCH Off Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V 466 veh/h
Peak-hour factor, PHF 0.92
Peak 15-min volume, v15 127 v
Trucks and buses 0 %
Recreational vehicles 0 %
Terrain type: Level
Grade 0.00 %
Segment length 0.00 mi
Trucks and buses PCE, ET 1.5
Recreational vehicle PCE, ER 1.2
Heavy vehicle adjustment, FHV 1.000
Driver population factor, fp 1.00
Flow rate, vp 253 pc/h/ln

Speed Inputs and Adjustments

Lane width 12.0 ft
Right-shoulder lateral clearance 6.0 ft
Interchange density 0.50 interchange/mi
Number of lanes, N 2
Free-flow speed: Measured
FFS or BFFS 60.0 mi/h
Lane width adjustment, fLW 0.0 mi/h
Lateral clearance adjustment, fLC 0.0 mi/h
Interchange density adjustment, fID 0.0 mi/h
Number of lanes adjustment, fN 4.5 mi/h
Free-flow speed, FFS 60.0 mi/h
Urban Freeway

LOS and Performance Measures

Flow rate, vp 253 pc/h/ln
Free-flow speed, FFS 60.0 mi/h
Average passenger-car speed, S 60.0 mi/h
Number of lanes, N 2
Density, D 4.2 pc/mi/ln
Level of service, LOS A

2 no SB PCH Off Ramp Existing2008_AM_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

1 so SB PCH On Ramp Existing2008_AM_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: AM Peak Hour
Freeway/Direction: SR-103 SB
From/To: s/o SB PCH On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V 600 veh/h
Peak-hour factor, PHF 0.92
Peak 15-min volume, v15 163 v
Trucks and buses 0 %
Recreational vehicles 0 %
Terrain type: Level
Grade 0.00 %
Segment length 0.00 mi
Trucks and buses PCE, ET 1.5
Recreational vehicle PCE, ER 1.2
Heavy vehicle adjustment, FHV 1.000
Driver population factor, fp 1.00
Flow rate, vp 326 pc/h/ln

Speed Inputs and Adjustments

Lane width 12.0 ft
Right-shoulder lateral clearance 6.0 ft
Interchange density 0.50 interchange/mi
Number of lanes, N 2
Free-flow speed: Measured
FFS or BFFS 60.0 mi/h
Lane width adjustment, fLW 0.0 mi/h
Lateral clearance adjustment, fLC 0.0 mi/h
Interchange density adjustment, fID 0.0 mi/h
Number of lanes adjustment, fN 4.5 mi/h
Free-flow speed, FFS 60.0 mi/h
Urban Freeway

LOS and Performance Measures

Flow rate, vp 326 pc/h/ln
Free-flow speed, FFS 60.0 mi/h
Average passenger-car speed, S 60.0 mi/h
Number of lanes, N 2
Density, D 5.4 pc/mi/ln
Level of service, LOS A

1 so SB PCH On Ramp Existing2008_AM_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

2 eo SR-103 NB Ramps Existing2008_PM_Seg.txt

HCS+: Multi-lane Highways Release 5.4

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY
Agency/Co: Iteris, Inc.
Date: 10/18/2010
Analysis Period: PM Peak Hour
Highway: PCH
From/To: e/o SR-103 NB Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	Direction 1		Direction 2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

	Direction 1		Direction 2	
Volume, V	1486	vph	1231	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	404		335	
Trucks and buses	0	%	0	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, FHV	1.000		1.000	
Flow rate, vp	807	pcphpl	669	pcphpl

RESULTS

Direction	1	2
	Page 1	

2 eo SR-103 NB Ramps Existing2008_PM_Seg.txt

Flow rate, vp	807	pcphpl	669	pcphpl
Free-flow speed, FFS	55.0	mph	55.0	mph
Avg. passenger-car travel speed, S	55.0	mph	55.0	mph
Level of service, LOS	B		B	
Density, D	14.7	pc/mi/ln	12.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

1 wo E Road Existing2008_PM_Seg.txt
HCS+: Multilane Highways Release 5.4

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: LCY
Agency/Co: Iteris, Inc.
Date: 10/18/2010
Analysis Period: PM Peak Hour
Highway: PCH
From/To: w/o E Rd Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Project ID: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

FREE-FLOW SPEED

	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type				
Free-flow speed:	Measured		Measured	
FFS or BFFS	55.0	mph	55.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	55.0	mph	55.0	mph

VOLUME

	1		2	
Volume, V	1175	vph	1206	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	319		328	
Trucks and buses	0	%	0	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	3		2	
Driver population adjustment, fp	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, FHV	1.000		1.000	
Flow rate, vp	425	pcphpl	655	pcphpl

RESULTS

Direction	1	2
	Page 1	

	1 wo E Road Existing2008_PM_Seg.txt		
Flow rate, vp	425	pcphpl	655 pcphpl
Free-flow speed, FFS	55.0	mph	55.0 mph
Avg. passenger-car travel speed, S	55.0	mph	55.0 mph
Level of service, LOS	A		B
Density, D	7.7	pc/mi/ln	11.9 pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

2 no NB PCH On Ramp Existing2008_PM_Seg. txt
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: PM Peak Hour
Freeway/Direction: SR-103 NB
From/To: n/o NB PCH On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	1313	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	357	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	714	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	714	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	11.9	pc/mi/ln
Level of service, LOS	B	

2 no NB PCH On Ramp Existing2008_PM_Seg. txt
Overall results are not computed when free-flow speed is less than 55 mph.

1 so NB PCH Off Ramp Existing2008_PM_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: PM Peak Hour
Freeway/Direction: SR-103 NB
From/To: s/o NB PCH Off Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	1300	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	353	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	707	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	707	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	11.8	pc/mi/ln
Level of service, LOS	B	

1 so NB PCH Off Ramp Existing2008_PM_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

2 no SB PCH Off Ramp Existing2008_PM_Seg.txt

HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: PM Peak Hour
Freeway/Direction: SR-103 SB
From/To: n/o SB PCH Off Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	850	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	231	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	462	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	462	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	7.7	pc/mi/ln
Level of service, LOS	A	

2 no SB PCH Off Ramp Existing2008_PM_Seg.txt

Overall results are not computed when free-flow speed is less than 55 mph.

1 so SB PCH On Ramp Existing2008_PM_Seg. txt
HCS+: Basic Freeway Segments Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: LCY
Agency or Company: Iteris, Inc.
Date Performed: 10/18/2010
Analysis Time Period: PM Peak Hour
Freeway/Direction: SR-103 SB
From/To: s/o SB PCH On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Flow Inputs and Adjustments

Volume, V	901	veh/h
Peak-hour factor, PHF	0.92	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	0.00	%
Segment length	0.00	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, FHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	490	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-shoulder lateral clearance	6.0	ft
Interchange density	0.50	interchange/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	0.0	mi/h
Interchange density adjustment, fID	0.0	mi/h
Number of lanes adjustment, fN	4.5	mi/h
Free-flow speed, FFS	60.0	mi/h
	Urban Freeway	

LOS and Performance Measures

Flow rate, vp	490	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	60.0	mi/h
Number of lanes, N	2	
Density, D	8.2	pc/mi/ln
Level of service, LOS	A	

1 so SB PCH On Ramp Existing2008_PM_Seg. txt
Overall results are not computed when free-flow speed is less than 55 mph.

1.1 EB_SR-1 to SB103_Diverge_Existing2008_AM_Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: AM Peak Period
Freeway/Dir of Travel: Eastbound SR-1
Junction: EB SR-1 to SB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	3	
Free-flow speed on freeway	55.0	mph
Volume on freeway	1032	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	25.0	mph
Volume on ramp	124	vph
Length of first accel/decel lane	210	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	102	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	265	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1032	124	102	vph
Peak-hour factor, PHF	0.93	0.71	0.55	
Peak 15-min volume, v15	277	44	46	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

1.1 EB_SR-1 to SB103_Diverge_Existing2008_AM_Ramp.txt
Flow rate, vp 1110 175 185 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P = 0.724$ Using Equation 5
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 852$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1110	6750	No
$v_{Fi} = \frac{v_F}{F}$			
$v = v_{Fi} - v_R$	935	6750	No
$v_{FO} = \frac{v_F}{F} - v_R$			
v_R	175	1900	No
v_R			
$v_{3 or av34}$	258 pc/h	(Equation 25-15 or 25-16)	
$I_s v_{3 or av34} > 2700$ pc/h?		No	
$I_s v_{3 or av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 852$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	852	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 9.7$ pc/mi / ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D = 0.574$
Space mean speed in ramp influence area, $S = 47.5$ mph
Space mean speed in outer lanes, $S = 60.3$ mph
Space mean speed for all vehicles, $S = 50.0$ mph

1 NB_103 to EB_SR-1_Merge_Existing2008_AM_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: AM Peak Hour
Freeway/Dir of Travel: Eastbound SR-1
Junction: NB 103 to EB SR-1 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 55.0 mph
Volume on freeway 1061 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 67 vph
Length of first accel/decel lane 210 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 73 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 288 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1061	67	73	vph
Peak-hour factor, PHF	0.93	0.76	0.90	
Peak 15-min volume, v15	285	22	20	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1 NB_103 to EB_SR-1_Merge_Existing2008_AM_Ramp.txt
1141 88 81 pcph

Estimation of V12 Merge Areas

L_{E0} = -738.75 (Equation 25-2 or 25-3)
P = 0.583 Using Equation 1
v₁₂ = v_F (P_{FM}) = 666 pc/h

Capacity Checks

v_{FO} Actual 1229 Maximum 6750 LOS F? No
v_{3 or av34} v 475 pc/h (Equation 25-4 or 25-5)
Is v_{3 or av34} > 2700 pc/h? No
Is v_{3 or av34} > 1.5 v₁₂ /2 No
If yes, v_{12A} = 666 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual 666 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L_A = 10.0- pc/mi/ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, M_S = 0.319
Space mean speed in ramp influence area, S = 50.9 mph
Space mean speed in outer lanes, R_S = 55.0 mph
Space mean speed for all vehicles, S₀ = 52.4 mph

3 WB_SR-1 to NB103_Diverge_Existing2008_AM.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: AM Peak Period
Freeway/Dir of Travel: Westbound SR-1
Junction: WB SR-1 to NB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 3
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 1175 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 110 vph
Length of first accel/decel lane: 200 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes
Volume on adjacent ramp: 97 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1175	110	97	vph
Peak-hour factor, PHF	0.90	0.85	0.78	
Peak 15-min volume, v15	326	32	31	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 3 WB_SR-1 to NB103_Diverge_Existing2008_AM.txt
1306 129 124 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P_{FD} = 0.721$ Using Equation 5
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 978$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1306	6750	No
$v_F = v - v_R$	1177	6750	No
v_R	129	1900	No
$v_{3 or av34}$	328 pc/h	(Equation 25-15 or 25-16)	
$I_s v_{3 or av34} > 2700$ pc/h?		No	
$I_s v_{3 or av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 978$		(Equation 25-18)	

Flow Entering Diverge Influence Area

v_{12} Actual: 978, Max Desirable: 4400, Violation?: No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.9$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.570$
Space mean speed in ramp influence area, $S_R = 47.6$ mph
Space mean speed in outer lanes, $S_O = 60.3$ mph
Space mean speed for all vehicles, $S = 50.3$ mph

2 SB_103 to WB_SR-1_Merge_Existing2008_AM.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: AM Peak Hour
Freeway/Dir of Travel: Westbound SR-1
Junction: SB 103 to WB SR-1 On Ramp
Jurisdiction: City of Long Beach&Wilmingon
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 55.0 mph
Volume on freeway 1193 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 92 vph
Length of first accel/decel lane 350 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 79 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 250 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1193	92	79	vph
Peak-hour factor, PHF	0.90	0.86	0.89	
Peak 15-min volume, v15	331	27	22	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 2 SB_103 to WB_SR-1_Merge_Existing2008_AM.txt
1326 107 89 pcph

Estimation of V12 Merge Areas

L_{E0} = -632.94 (Equation 25-2 or 25-3)
P = 0.587 Using Equation 1
v₁₂ = v_F (P_{FM}) = 779 pc/h

Capacity Checks

v_{F0} Actual 1433 Maximum 6750 LOS F? No
v₃ v_{av34} 547 pc/h (Equation 25-4 or 25-5)
Is v₃ v_{av34} > 2700 pc/h? No
Is v₃ v_{av34} > 1.5 v₁₂ /2 No
If yes, v_{12A} = 779 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual 779 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L_A = 10.1 pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.313
Space mean speed in ramp influence area, S_R = 50.9 mph
Space mean speed in outer lanes, S_O = 54.8 mph
Space mean speed for all vehicles, S₀ = 52.4 mph

5 WB SR1 to NB SR-103 Merge Existing 2008 AM Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: AM Peak Hour
Freeway/Dir of Travel: Northbound SR-103
Junction: WB SR-1 to NB SR-103 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 55.0 mph
Volume on freeway 809 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 110 vph
Length of first accel/decel lane 210 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 97 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 280 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	809	110	97	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	225	31	27	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

5 WB SR1 to NB SR-103 Merge Existing 2008 AM Ramp.txt
Flow rate, vp 899 122 108 pcph

Estimation of V12 Merge Areas

L_{E0} = (Equation 25-2 or 25-3)
P = 1.000 Using Equation 0
v₁₂ = v_F (P_{FM}) = 899 pc/h

Capacity Checks

v_{F0} Actual 1021 Maximum 4500 LOS F? No
v₃ or v_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is v₃ or v_{av34} > 2700 pc/h? No
Is v₃ or v_{av34} > 1.5 v₁₂ /2 No
If yes, v_{12A} = 899 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual 899 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L_A = 12.1 pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.321
Space mean speed in ramp influence area, S = 50.8 mph
Space mean speed in outer lanes, R_S = N/A mph
Space mean speed for all vehicles, S₀ = 50.8 mph

4 NB_SR-103 to EB 1_Diverge_Existing2008_AM_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: AM Peak Period
Freeway/Dir of Travel: Northbound SR-103
Junction: NB SR-103 to EB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 2
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 833 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 67 vph
Length of first accel/decel lane: 150 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes
Volume on adjacent ramp: 73 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 320 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	833	67	73	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	231	19	20	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vph 4 NB_SR-103 to EB 1_Diverge_Existing2008_AM_Ramp.txt
926 74 81 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P_{FD} = 1.000$ Using Equation 0
 $v_{12} = v_R + (v_F - v_R) \frac{P_{FD}}{FD} = 926$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	926	4500	No
$v_{Fi} = v_{F - R}$	852	4500	No
$v_{R} = v_{R}$	74	1900	No
$v_{3 \text{ or } av34}$	0	pc/h	(Equation 25-15 or 25-16)
Is $v_{3 \text{ or } av34} > 2700$ pc/h?		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 926$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	926	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.9$ pc/mi /ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.565$
Space mean speed in ramp influence area, $S = 47.7$ mph
Space mean speed in outer lanes, $S = N/A$ mph
Space mean speed for all vehicles, $S = 47.7$ mph

7 EB SR103 to SB SR-103 Merge Existing 2008 AM Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: AM Peak Hour
Freeway/Dir of Travel: Southbound SR-103
Junction: EB SR-1 to SB SR-103 On Ramp
Jurisdiction: City of Long Beach&Wilmingtn
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 55.0 mph
Volume on freeway 476 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 124 vph
Length of first accel/decel lane 100 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 102 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 450 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	476	124	102	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	132	34	28	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

7 EB SR103 to SB SR-103 Merge Existing 2008 AM Ramp.txt
Flow rate, vp 529 138 113 pcph

Estimation of V12 Merge Areas

$L_{EO} =$ (Equation 25-2 or 25-3)
 $P_{FM} = 1.000$ Using Equation 0
 $v_{12} = v_{FM} (P_{FM}) = 529$ pc/h

Capacity Checks

$v_{FO} = 667$ Maximum 4500 LOS F? No
 $v_{3} \text{ or } v_{av34} = 0$ pc/h (Equation 25-4 or 25-5)
Is $v_{3} \text{ or } v_{av34} > 2700$ pc/h? No
Is $v_{3} \text{ or } v_{av34} > 1.5 v_{12}$? No
If yes, $v_{12A} = 529$ (Equation 25-8)

Flow Entering Merge Influence Area

$v_{R12} = 529$ Actual Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{A} - 0.00627 L_{A} = 10.0$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $M_S = 0.324$
Space mean speed in ramp influence area, $S_R = 50.8$ mph
Space mean speed in outer lanes, $S_O = N/A$ mph
Space mean speed for all vehicles, $S = 50.8$ mph

6 SB SR-103 to WB SR-1_Diverge_Existing2008_AM_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: AM Peak Period
Freeway/Dir of Travel: Southbound SR-103
Junction: SB SR-103 to WB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 2
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 374 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 92 vph
Length of first accel/decel lane: 180 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent ramp: 79 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 324 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	374	92	79	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	104	26	22	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

6 SB SR-103 to WB SR-1_Diverge_Existing2008_AM_Ramp.txt
Flow rate, vp 416 102 88 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P = 1.000$ Using Equation 0
 $FD =$
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 416$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	416	4500	No
$F_i = F$			
$v = v - v_{FO}$	314	4500	No
$F_O = F - R$			
$v = v_R$	102	1900	No
$v = v_R$	0		
$v = v_{3 or av34}$			(Equation 25-15 or 25-16)
$I_s v = v > 2700$ pc/h?			No
$I_s v = v > 1.5 v_{3 or av34} / 2$	12		No
If yes, $v_{12A} = 416$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	416	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v - 0.009 L = 6.2$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D_S = 0.567$
Space mean speed in ramp influence area, $S = 47.6$ mph
Space mean speed in outer lanes, $S = N/A$ mph
Space mean speed for all vehicles, $S = 47.6$ mph

1. NB_103 to EB_SR-1_Merge_Existing2008_PM.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: PM Peak Hour
Freeway/Dir of Travel: Eastbound SR-1
Junction: NB 103 to EB SR-1 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 55.0 mph
Volume on freeway 1392 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 94 vph
Length of first accel/decel lane 210 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 174 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 288 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1392	94	174	vph
Peak-hour factor, PHF	0.94	0.80	0.92	
Peak 15-min volume, v15	370	29	47	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1. NB_103 to EB_SR-1_Merge_Existing2008_PM.txt
1481 117 189 pcph

Estimation of V12 Merge Areas

L_{EO} = -659.79 (Equation 25-2 or 25-3)
P_{FM} = 0.583 Using Equation 1
v₁₂ = v_F (P_{FM}) = 864 pc/h

Capacity Checks

v_{FO} Actual Maximum LOS F?
1598 6750 No
v₃ or v_{av34} 617 pc/h (Equation 25-4 or 25-5)
Is v₃ or v_{av34} > 2700 pc/h? No
Is v₃ or v_{av34} > 1.5 v₁₂ / 2 No
If yes, v_{12A} = 864 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual Max Desirable Violation?
864 4600 No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L_A = 11.8 pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.321
Space mean speed in ramp influence area, S_R = 50.8 mph
Space mean speed in outer lanes, S_O = 54.6 mph
Space mean speed for all vehicles, S = 52.2 mph

1.1 EB_SR-1 to SB103_Diverge_Existing2008_PM.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: PM Peak Period
Freeway/Dir of Travel: Eastbound SR-1
Junction: EB SR-1 to SB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 3
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 1300 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 191 vph
Length of first accel/decel lane: 210 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent ramp: 92 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1300	191	92	vph
Peak-hour factor, PHF	0.94	0.94	0.55	
Peak 15-min volume, v15	346	51	42	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 1.1 EB_SR-1 to SB103_Diverge_Existing2008_PM.txt
1383 203 167 pcph

Estimation of V12 Diverge Areas

$$L_{EO} = \text{(Equation 25-8 or 25-9)}$$

$$P_{FD} = 0.716 \text{ Using Equation 5}$$

$$v_{12} = v_R + (v_F - v_R) P_{FD} = 1048 \text{ pc/h}$$

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1383	6750	No
$v_{Fi} = v_{F-R}$	1180	6750	No
$v_{FO} = v_{F-R}$	203	1900	No
v_R	335 pc/h	(Equation 25-15 or 25-16)	
$v_{3 \text{ or } av34}$			
Is $v_{3 \text{ or } av34} > 2700 \text{ pc/h?}$		No	
Is $v_{3 \text{ or } av34} > 1.5 v_{12} / 2$	12	No	
If yes, $v_{12A} = 1048$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1048	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 11.4 \text{ pc/mi/ln}$
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.576$
Space mean speed in ramp influence area, $S = 47.5 \text{ mph}$
Space mean speed in outer lanes, $S = 60.3 \text{ mph}$
Space mean speed for all vehicles, $S = 50.1 \text{ mph}$

3 WB_SR-1 to NB103_Diverge_Existing2008_PM.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: PM Peak Period
Freeway/Dir of Travel: Westbound SR-1
Junction: WB SR-1 to NB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 3
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 1123 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 108 vph
Length of first accel/decel lane: 200 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes
Volume on adjacent ramp: 175 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 265 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1123	108	175	vph
Peak-hour factor, PHF	0.93	0.88	0.84	
Peak 15-min volume, v15	302	31	52	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 3 WB_SR-1 to NB103_Diverge_Existing2008_PM.txt
1208 123 208 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P_{FD} = 0.724$ Using Equation 5
 $v_{12} = v_R + (v_F - v_R) P_{FD} = 909$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1208	6750	No
$v_{Fi} = v_{F-R}$	1085	6750	No
v_R	123	1900	No
$v_{3 or av34}$	299 pc/h	(Equation 25-15 or 25-16)	
Is $v_{3 or av34} > 2700$ pc/h?		No	
Is $v_{3 or av34} > 1.5 v_{12}$?	12	No	
If yes, $v_{12A} = 909$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	909	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 10.3$ pc/mi /ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D_S = 0.569$
Space mean speed in ramp influence area, $S_R = 47.6$ mph
Space mean speed in outer lanes, $S_O = 60.3$ mph
Space mean speed for all vehicles, $S = 50.2$ mph

2 SB_103 to WB_SR-1_Merge_Existing2008_PM.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: PM Peak Hour
Freeway/Dir of Travel: Westbound SR-1
Junction: SB 103 to WB SR-1 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 3
Free-flow speed on freeway 55.0 mph
Volume on freeway 1233 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 123 vph
Length of first accel/decel lane 350 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 75 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 250 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1233	123	75	vph
Peak-hour factor, PHF	0.93	0.74	0.82	
Peak 15-min volume, v15	331	42	23	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vp 2 SB_103 to WB_SR-1_Merge_Existing2008_PM.txt
1326 166 91 pcph

Estimation of V12 Merge Areas

L_{EO} = -620.31 (Equation 25-2 or 25-3)
P = 0.587 Using Equation 1
v₁₂ = v_F (P_{FM}) = 779 pc/h

Capacity Checks

v_{FO} Actual Maximum LOS F?
1492 6750 No
v₃ or v_{av34} 547 pc/h (Equation 25-4 or 25-5)
Is v₃ or v_{av34} > 2700 pc/h? No
Is v₃ or v_{av34} > 1.5 v₁₂ / 2 No
If yes, v_{12A} = 779 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual Max Desirable Violation?
779 4600 No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_R + 0.0078 v_A - 0.00627 L_A = 10.6 pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.314
Space mean speed in ramp influence area, S = 50.9 mph
Space mean speed in outer lanes, R_S = 54.8 mph
Space mean speed for all vehicles, S_O = 52.3 mph

5 WB SR1 to NB SR-103 Merge Existing 2008 PM Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: PM Peak Hour
Freeway/Dir of Travel: Northbound SR-103
Junction: WB SR-1 to NB SR-103 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 55.0 mph
Volume on freeway 1129 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 110 vph
Length of first accel/decel lane 210 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 97 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 280 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1129	110	97	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	314	31	27	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

5 WB SR1 to NB SR-103 Merge Existing 2008 PM Ramp.txt
Flow rate, vp 1254 122 108 pcph

Estimation of V12 Merge Areas

L_{E0} = (Equation 25-2 or 25-3)
P = 1.000 Using Equation 0
v₁₂ = v_F (P_{FM}) = 1254 pc/h

Capacity Checks

v_{F0} Actual 1376 Maximum 4500 LOS F? No
v₃ or v_{av34} 0 pc/h (Equation 25-4 or 25-5)
Is v₃ or v_{av34} > 2700 pc/h? No
Is v₃ or v_{av34} > 1.5 v₁₂ /2 No
If yes, v_{12A} = 1254 (Equation 25-8)

Flow Entering Merge Influence Area

v_{R12} Actual 1254 Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, D = 5.475 + 0.00734 v_{R12} + 0.0078 v_A - 0.00627 L_A = 14.8 pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, M_S = 0.326
Space mean speed in ramp influence area, S_R = 50.8 mph
Space mean speed in outer lanes, S_O = N/A mph
Space mean speed for all vehicles, S = 50.8 mph

4 NB_SR-103 to EB 1_Diverge_Existing2008_PM_Ramp.txt

HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: PM Peak Period
Freeway/Dir of Travel: Northbound SR-103
Junction: NB SR-103 to EB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 2
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 1206 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 94 vph
Length of first accel/decel lane: 150 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes
Volume on adjacent ramp: 174 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 320 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1206	94	174	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	335	26	48	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

Flow rate, vph 4 NB_SR-103 to EB 1_Diverge_Existing2008_PM_Ramp.txt
1340 104 193 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 1340$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	1340	4500	No
$v = v_F - v_R$	1236	4500	No
v_R	104	1900	No
$v_{3 \text{ or } av34}$	0	pc/h	(Equation 25-15 or 25-16)
$v_{3 \text{ or } av34} > 2700$ pc/h?		No	
$v_{3 \text{ or } av34} > 1.5 v_{12}$	12	No	
If yes, $v_{12A} = 1340$		(Equation 25-18)	

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1340	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 14.4$ pc/mi / ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $D = 0.567$
Space mean speed in ramp influence area, $S = 47.6$ mph
Space mean speed in outer lanes, $S = N/A$ mph
Space mean speed for all vehicles, $S = 47.6$ mph

7 EB SR103 to SB SR-103 Merge Existing 2008 PM Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Merge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 2/13/2008
Analysis time period: PM Peak Hour
Freeway/Dir of Travel: Southbound SR-103
Junction: EB SR-1 to SB SR-103 On Ramp
Jurisdiction: City of Long Beach&Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis Merge
Number of lanes in freeway 2
Free-flow speed on freeway 55.0 mph
Volume on freeway 710 vph

On Ramp Data

Side of freeway Right
Number of lanes in ramp 1
Free-flow speed on ramp 25.0 mph
Volume on ramp 191 vph
Length of first accel/decel lane 100 ft
Length of second accel/decel lane ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist? Yes
Volume on adjacent Ramp 92 vph
Position of adjacent Ramp Upstream
Type of adjacent Ramp Off
Distance to adjacent Ramp 450 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	710	191	92	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	197	53	26	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

7 EB SR103 to SB SR-103 Merge Existing 2008 PM Ramp.txt
Flow rate, vp 789 212 102 pcph

Estimation of V12 Merge Areas

$L_{EO} =$ (Equation 25-2 or 25-3)
 $P_{FM} = 1.000$ Using Equation 0
 $v_{12} = v_{FM} (P_{FM}) = 789$ pc/h

Capacity Checks

$v_{FO} = 1001$ Maximum 4500 LOS F? No
 $v_{3} > 2700$ pc/h? (Equation 25-4 or 25-5) No
 $v_{3} > 1.5 v_{12}$ No
If yes, $v_{12A} = 789$ (Equation 25-8)

Flow Entering Merge Influence Area

$v_{R12} = 789$ Actual Max Desirable 4600 Violation? No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734 v_{R12} + 0.0078 v_{A} - 0.00627 L_{A} = 12.6$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, $M_S = 0.327$
Space mean speed in ramp influence area, $S_R = 50.8$ mph
Space mean speed in outer lanes, $S_O = N/A$ mph
Space mean speed for all vehicles, $S = 50.8$ mph

6 SB SR-103 to WB SR-1_Diverge_Existing2008_PM_Ramp.txt
HCS+: Ramps and Ramp Junctions Release 5.4

Phone: Fax:
E-mail:

Diverge Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date performed: 1/29/2008
Analysis time period: PM Peak Period
Freeway/Dir of Travel: Southbound SR-103
Junction: SB SR-103 to WB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Freeway Data

Type of analysis: Diverge
Number of lanes in freeway: 2
Free-flow speed on freeway: 55.0 mph
Volume on freeway: 727 vph

Off Ramp Data

Side of freeway: Right
Number of lanes in ramp: 1
Free-flow speed on ramp: 25.0 mph
Volume on ramp: 123 vph
Length of first accel/decel lane: 180 ft
Length of second accel/decel lane: ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?: Yes
Volume on adjacent ramp: 75 vph
Position of adjacent ramp: Downstream
Type of adjacent ramp: On
Distance to adjacent ramp: 324 ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	727	123	75	vph
Peak-hour factor, PHF	0.90	0.90	0.90	
Peak 15-min volume, v15	202	34	21	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00	0.00	0.00	%
Length	0.00	0.00	0.00	mi
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, FHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	

6 SB SR-103 to WB SR-1_Diverge_Existing2008_PM_Ramp.txt
Flow rate, vp 808 137 83 pcph

Estimation of V12 Diverge Areas

$L_{EO} =$ (Equation 25-8 or 25-9)
 $P = 1.000$ Using Equation 0
 $v_{12} = v_R + (v_F - v_R) \frac{P}{FD} = 808$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v = v_{12}$	808	4500	No
$v_F = v_F$			
$v = v_F - v_R$	671	4500	No
$v_{FO} = v_{FR}$			
$v = v_{FR}$	137	1900	No
$v_R = v_R$	0		
$v_{3 or av34}$			(Equation 25-15 or 25-16)
$I_s v_{3 or av34} > 2700$ pc/h?			No
$I_s v_{3 or av34} > 1.5 v_{12}$	12		No
If yes, $v_{12A} = 808$			(Equation 25-18)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	808	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086 v_{12} - 0.009 L_D = 9.6$ pc/mi/ln
Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, $D_S = 0.570$
Space mean speed in ramp influence area, $S = 47.6$ mph
Space mean speed in outer lanes, $S = N/A$ mph
Space mean speed for all vehicles, $S = 47.6$ mph

5 SB SR-103 to EB SR-1_WB SR-1 to SB SR-103 Existing 2008_AM.txt
HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 10/14/2010
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: SB 103
Weaving Location: SB SR103-EBSR-1 & WBSR1-SB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph
Weaving number of lanes, N 2
Weaving segment length, L 1030 ft
Terrain type Level
Grade Length %
Weaving type A mi
Volume ratio, VR 0.40
Weaving ratio, R 0.44

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	272	0	102	79	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v ₁₅	76	0	28	22	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fhv	1.000	1.000	1.000	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	302	0	113	87	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.26	0.10
Weaving and non-weaving speeds, Si	50.73	56.02
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.79
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

5 SB SR-103 to EB SR-1_WB SR-1 to SB SR-103 Existing 2008_AM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.79 mph
Weaving segment density, D 4.67 pc/mi/ln
Level of service, LOS A
Capacity of base condition, cb pc/h
Capacity as a 15-minute flow rate, c pc/h
Capacity as a full-hour volume, ch pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	200	2800	a
Average flow rate (pcphpl)	251	2250	b
Volume ratio, VR	0.40	1.00	c
Weaving ratio, R	0.44	N/A	d
Weaving length (ft)	1030	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 10/14/2010
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: NB 103
Weaving Location: NB SR103-WBSR1&EBSR1-NBSR103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph
Weaving number of lanes, N 2
Weaving segment length, L 1075 ft
Terrain type Level
Grade Length %
Weaving type A mi
Volume ratio, VR 0.19
Weaving ratio, R 0.43

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	736	0	73	97	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v ₁₅	204	0	20	27	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fhv	1.000	1.000	1.000	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	817	0	81	107	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.34	0.12
Weaving and non-weaving speeds, Si	48.51	55.17
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.53
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.79 mph
Weaving segment density, D 9.34 pc/mi/ln
Level of service, LOS A
Capacity of base condition, cb pc/h
Capacity as a 15-minute flow rate, c pc/h
Capacity as a full-hour volume, ch pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	188	2800	a
Average flow rate (pcphpl)	502	2250	b
Volume ratio, VR	0.19	1.00	c
Weaving ratio, R	0.43	N/A	d
Weaving length (ft)	1075	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

3 WB SR-1 to SB 103_NB 103to WB SR-1 Existing 2008_AM.txt
HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 1/29/2008
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: SR-1 Westbound
Weaving Location: WB SR-1-SB103 & NB103-WB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph
Weaving number of lanes, N 3
Weaving segment length, L 250 ft
Terrain type Level
Grade Length %
Weaving type A mi
Volume ratio, VR 0.14 Multilane or C-D
Weaving ratio, R 0.45

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	1096	0	97	79	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	
Peak 15-min volume, v ₁₅	304	0	27	22	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f _{HV}	1.000	1.000	1.000	1.000	
Driver population adjustment, f _P	1.00	1.00	1.00	1.00	
Flow rate, v	1217	0	107	88	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W _i	0.94	0.28
Weaving and non-weaving speeds, S _i	30.45	38.46
Number of lanes required for unconstrained operation, N _w (Exhibit 24-7)		0.58
Maximum number of lanes, N _w (max) (Exhibit 24-7)		1.40

3 WB SR-1 to SB 103_NB 103to WB SR-1 Existing 2008_AM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 37.12 mph
Weaving segment density, D 12.68 pc/mi/ln
Level of service, LOS B
Capacity of base condition, c_b 4645 pc/h
Capacity as a 15-minute flow rate, c 4645 pc/h
Capacity as a full-hour volume, c_h 4178 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V _w	195	2800	a
Average flow rate (pcphpl)	470		b
Volume ratio, VR	0.14	0.45	c
Weaving ratio, R	0.45	N/A	d
Weaving length (ft)	250	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

2 EB SR-1 to NB 103_SB 103 to EB SR-1 Existing 2008_AM.txt
HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 1/29/2008
Analysis Time Period: AM Peak Period
Freeway/Dir of Travel: SR-1 Eastbound
Weaving Location: EB SR-1-NB103 & SB103-EB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph
Weaving number of lanes, N 3
Weaving segment length, L 270 ft
Terrain type Level
Grade Length %
Weaving type A Multilane or C-D
Volume ratio, VR 0.21
Weaving ratio, R 0.30

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	959	0	102	73	
Peak-hour factor, PHF	0.93	0.90	0.55	0.90	
Peak 15-min volume, v ₁₅	258	0	46	20	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f _{HV}	1.000	1.000	1.000	1.000	
Driver population adjustment, f _P	1.00	1.00	1.00	1.00	
Flow rate, v	1031	0	185	81	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W _i	0.92	0.30
Weaving and non-weaving speeds, S _i	30.59	38.15
Number of lanes required for unconstrained operation, N _w (Exhibit 24-7)		0.74
Maximum number of lanes, N _w (max) (Exhibit 24-7)		1.40

2 EB SR-1 to NB 103_SB 103 to EB SR-1 Existing 2008_AM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 36.31 mph
Weaving segment density, D 11.91 pc/mi/ln
Level of service, LOS A
Capacity of base condition, c_b 4389 pc/h
Capacity as a 15-minute flow rate, c 4389 pc/h
Capacity as a full-hour volume, c_h 3923 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V _w	266	2800	a
Average flow rate (pcphpl)	432		b
Volume ratio, VR	0.21	0.45	c
Weaving ratio, R	0.30	N/A	d
Weaving length (ft)	270	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

5 SB SR-103 to EB SR-1_WB SR-1 to SB SR-103 Existing 2008_PM.txt

HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 10/14/2010
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: SB 103
Weaving Location: SB SR103-EBSR-1 & WBSR1-SB 103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 55 mph
Weaving number of lanes, N 2
Weaving segment length, L 1030 ft
Terrain type Level
Grade Length %
Weaving type A mi
Volume ratio, VR 0.21
Weaving ratio, R 0.45

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	635	0	92	75	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v ₁₅	176	0	26	21	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f _{HV}	1.000	1.000	1.000	1.000	
Driver population adjustment, f _P	1.00	1.00	1.00	1.00	
Flow rate, v	705	0	102	83	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W _i	0.33	0.11
Weaving and non-weaving speeds, S _i	48.90	55.41
Number of lanes required for unconstrained operation, N _w (Exhibit 24-7)		0.56
Maximum number of lanes, N _w (max) (Exhibit 24-7)		1.40

5 SB SR-103 to EB SR-1_WB SR-1 to SB SR-103 Existing 2008_PM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 53.92 mph
Weaving segment density, D 8.25 pc/mi/ln
Level of service, LOS A
Capacity of base condition, c_b pc/h
Capacity as a 15-minute flow rate, c pc/h
Capacity as a full-hour volume, c_h pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V _w	185	2800	a
Average flow rate (pcphpl)	445	2250	b
Volume ratio, VR	0.21	1.00	c
Weaving ratio, R	0.45	N/A	d
Weaving length (ft)	1030	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 10/14/2010
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: NB 103
Weaving Location: NB SR103-WBSR1&EBSR1-NBSR103
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description:

Inputs

Freeway free-flow speed, SFF 55 mph
Weaving number of lanes, N 2
Weaving segment length, L 1075 ft
Terrain type Level
Grade Length %
Weaving type A mi
Volume ratio, VR 0.25
Weaving ratio, R 0.50

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	1031	0	175	174	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	
Peak 15-min volume, v ₁₅	286	0	49	48	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fhv	1.000	1.000	1.000	1.000	
Driver population adjustment, fp	1.00	1.00	1.00	1.00	
Flow rate, v	1145	0	194	193	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, Wi	0.58	0.26
Weaving and non-weaving speeds, Si	43.47	50.78
Number of lanes required for unconstrained operation, Nw (Exhibit 24-7)		0.66
Maximum number of lanes, Nw (max) (Exhibit 24-7)		1.40

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 48.71 mph
Weaving segment density, D 15.73 pc/mi/ln
Level of service, LOS B
Capacity of base condition, cb pc/h
Capacity as a 15-minute flow rate, c pc/h
Capacity as a full-hour volume, ch pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, Vw	387	2800	a
Average flow rate (pcphpl)	766	2250	b
Volume ratio, VR	0.25	1.00	c
Weaving ratio, R	0.50	N/A	d
Weaving length (ft)	1075	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

3 WB SR-1 to SB 103_NB 103to WB SR-1 Existing 2008_PM.txt
HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 1/29/2008
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: SR-1 Westbound
Weaving Location: WB SR-1-SB103 & NB103-WB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph
Weaving number of lanes, N 3
Weaving segment length, L 250 ft
Terrain type Level
Grade Length %
Weaving type A Multilane or C-D
Volume ratio, VR 0.19
Weaving ratio, R 0.30

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	1048	0	175	75	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	
Peak 15-min volume, v ₁₅	291	0	49	21	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f _{HV}	1.000	1.000	1.000	1.000	
Driver population adjustment, f _P	1.00	1.00	1.00	1.00	
Flow rate, v	1164	0	194	84	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W _i	1.07	0.35
Weaving and non-weaving speeds, S _i	29.52	37.30
Number of lanes required for unconstrained operation, N _w (Exhibit 24-7)		0.72
Maximum number of lanes, N _w (max) (Exhibit 24-7)		1.40

3 WB SR-1 to SB 103_NB 103to WB SR-1 Existing 2008_PM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 35.50 mph
Weaving segment density, D 13.54 pc/mi/ln
Level of service, LOS B
Capacity of base condition, c_b 4415 pc/h
Capacity as a 15-minute flow rate, c 4415 pc/h
Capacity as a full-hour volume, c_h 3971 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V _w	278	2800	a
Average flow rate (pcphpl)	480		b
Volume ratio, VR	0.19	0.45	c
Weaving ratio, R	0.30	N/A	d
Weaving length (ft)	250	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

2 EB SR-1 to NB 103_SB 103 to EB SR-1 Existing 2008_PM.txt

HCS+: Freeway Weaving Release 5.4

Phone: Fax:
E-mail:

Operational Analysis

Analyst: DNM
Agency/Co.: Iteris, Inc
Date Performed: 1/29/2008
Analysis Time Period: PM Peak Period
Freeway/Dir of Travel: SR-1 Eastbound
Weaving Location: EB SR-1-NB103 & SB103-EB SR-1
Jurisdiction: City of Long Beach & Wilmington
Analysis Year: Existing 2008
Description: Pacific Coast Hwy Bridge Replacement & SCIG Dwy Alternatives

Inputs

Freeway free-flow speed, SFF 40 mph
Weaving number of lanes, N 3
Weaving segment length, L 270 ft
Terrain type Level
Grade Length %
Weaving type A Multilane or C-D
Volume ratio, VR 0.23
Weaving ratio, R 0.46

Conversion to pc/h Under Base Conditions

	Non-Weaving		Weaving		veh/h
	V _{o1}	V _{o2}	V _{w1}	V _{w2}	
Volume, V	1126	0	174	92	
Peak-hour factor, PHF	0.93	0.90	0.90	0.55	
Peak 15-min volume, v ₁₅	303	0	48	42	v
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	2.0*	2.0*	2.0*	2.0*	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, f _{HV}	1.000	1.000	1.000	1.000	
Driver population adjustment, f _P	1.00	1.00	1.00	1.00	
Flow rate, v	1210	0	193	167	pc/h

Weaving and Non-Weaving Speeds

	Weaving	Non-Weaving
a (Exhibit 24-6)	0.15	0.0035
b (Exhibit 24-6)	2.20	4.00
c (Exhibit 24-6)	0.97	1.30
d (Exhibit 24-6)	0.80	0.75
Weaving intensity factor, W _i	1.16	0.41
Weaving and non-weaving speeds, S _i	28.87	36.27
Number of lanes required for unconstrained operation, N _w (Exhibit 24-7)		0.81
Maximum number of lanes, N _w (max) (Exhibit 24-7)		1.40

2 EB SR-1 to NB 103_SB 103 to EB SR-1 Existing 2008_PM.txt
Type of operation is Unconstrained

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S 34.25 mph
Weaving segment density, D 15.28 pc/mi/ln
Level of service, LOS B
Capacity of base condition, c_b 4302 pc/h
Capacity as a 15-minute flow rate, c 4302 pc/h
Capacity as a full-hour volume, c_h 3877 pc/h

Limitations on Weaving Segments

	Analyzed	If Max Exceeded	See Note
Weaving flow rate, V _w	360	2800	a
Average flow rate (pcphpl)	523		b
Volume ratio, VR	0.23	0.45	c
Weaving ratio, R	0.46	N/A	d
Weaving length (ft)	270	2500	e

Notes:

- Weaving segments longer than 2500 ft. are treated as isolated merge and diverge areas using the procedures of Chapter 25, "Ramps and Ramp Junctions".
- Capacity constrained by basic freeway capacity.
- Capacity occurs under constrained operating conditions.
- Three-lane Type A segments do not operate well at volume ratios greater than 0.45. Poor operations and some local queuing are expected in such cases.
- Four-lane Type A segments do not operate well at volume ratios greater than 0.35. Poor operations and some local queuing are expected in such cases.
- Capacity constrained by maximum allowable weaving flow rate: 2,800 pc/h (Type A), 4,000 (Type B), 3,500 (Type C).
- Five-lane Type A segments do not operate well at volume ratios greater than 0.20. Poor operations and some local queuing are expected in such cases.
- Type B weaving segments do not operate well at volume ratios greater than 0.80. Poor operations and some local queuing are expected in such cases.
- Type C weaving segments do not operate well at volume ratios greater than 0.50. Poor operations and some local queuing are expected in such cases.

Intersection and Driveway Counts

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

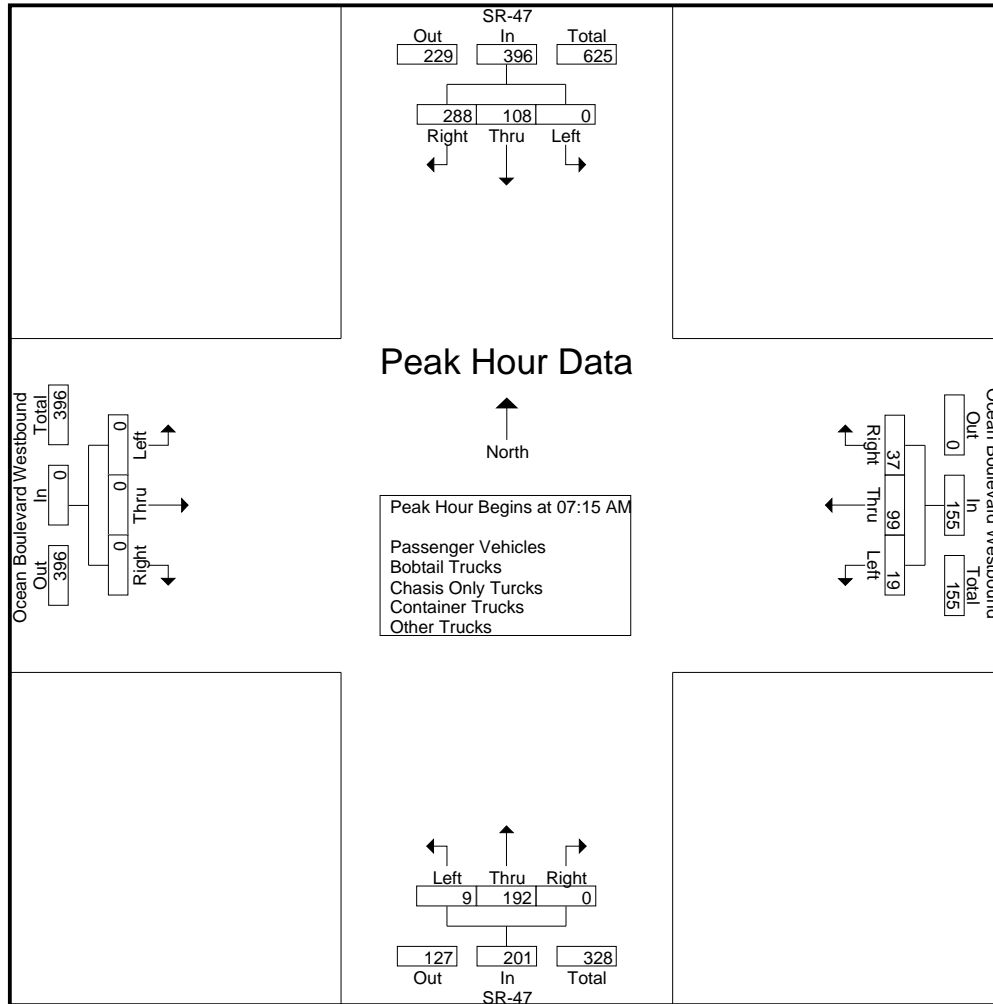
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Turcks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	19	76	95	0	20	9	29	0	5	0	5	0	0	0	0	129
07:15 AM	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0	182
07:30 AM	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0	199
07:45 AM	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0	198
Total	0	105	297	402	15	99	39	153	9	144	0	153	0	0	0	0	708
08:00 AM	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0	173
08:15 AM	0	20	75	95	4	12	10	26	1	34	0	35	0	0	0	0	156
08:30 AM	0	21	77	98	5	19	12	36	1	41	0	42	0	0	0	0	176
08:45 AM	0	19	81	100	5	25	15	45	2	49	0	51	0	0	0	0	196
Total	0	82	300	382	18	76	44	138	4	177	0	181	0	0	0	0	701
Grand Total	0	187	597	784	33	175	83	291	13	321	0	334	0	0	0	0	1409
Apprch %	0	23.9	76.1		11.3	60.1	28.5		3.9	96.1	0		0	0	0		
Total %	0	13.3	42.4	55.6	2.3	12.4	5.9	20.7	0.9	22.8	0	23.7	0	0	0	0	
Passenger Vehicles	0	103	299	402	15	88	56	159	12	201	0	213	0	0	0	0	774
% Passenger Vehicles	0	55.1	50.1	51.3	45.5	50.3	67.5	54.6	92.3	62.6	0	63.8	0	0	0	0	54.9
Bobtail Trucks	0	32	132	164	0	17	9	26	1	69	0	70	0	0	0	0	260
% Bobtail Trucks	0	17.1	22.1	20.9	0	9.7	10.8	8.9	7.7	21.5	0	21	0	0	0	0	18.5
Chasis Only Turcks	0	7	31	38	11	0	0	11	0	2	0	2	0	0	0	0	51
% Chasis Only Turcks	0	3.7	5.2	4.8	33.3	0	0	3.8	0	0.6	0	0.6	0	0	0	0	3.6
Container Trucks	0	30	120	150	1	26	5	32	0	32	0	32	0	0	0	0	214
% Container Trucks	0	16	20.1	19.1	3	14.9	6	11	0	10	0	9.6	0	0	0	0	15.2
Other Trucks	0	15	15	30	6	44	13	63	0	17	0	17	0	0	0	0	110
% Other Trucks	0	8	2.5	3.8	18.2	25.1	15.7	21.6	0	5.3	0	5.1	0	0	0	0	7.8

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0	182
07:30 AM	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0	199
07:45 AM	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0	198
08:00 AM	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0	173
Total Volume	0	108	288	396	19	99	37	155	9	192	0	201	0	0	0	0	752
% App. Total	0	27.3	72.7		12.3	63.9	23.9		4.5	95.5	0		0	0	0		
PHF	.000	.628	.935	.825	.679	.728	.661	.731	.450	.706	.000	.739	.000	.000	.000	.000	.945

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	43	77	120	7	17	6	30	4	28	0	32	0	0	0	0
+15 mins.	0	21	69	90	3	28	10	41	0	68	0	68	0	0	0	0
+30 mins.	0	22	75	97	5	34	14	53	5	43	0	48	0	0	0	0
+45 mins.	0	22	67	89	4	20	7	31	0	53	0	53	0	0	0	0
Total Volume	0	108	288	396	19	99	37	155	9	192	0	201	0	0	0	0
% App. Total	0	27.3	72.7		12.3	63.9	23.9		4.5	95.5	0		0	0	0	
PHF	.000	.628	.935	.825	.679	.728	.661	.731	.450	.706	.000	.739	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

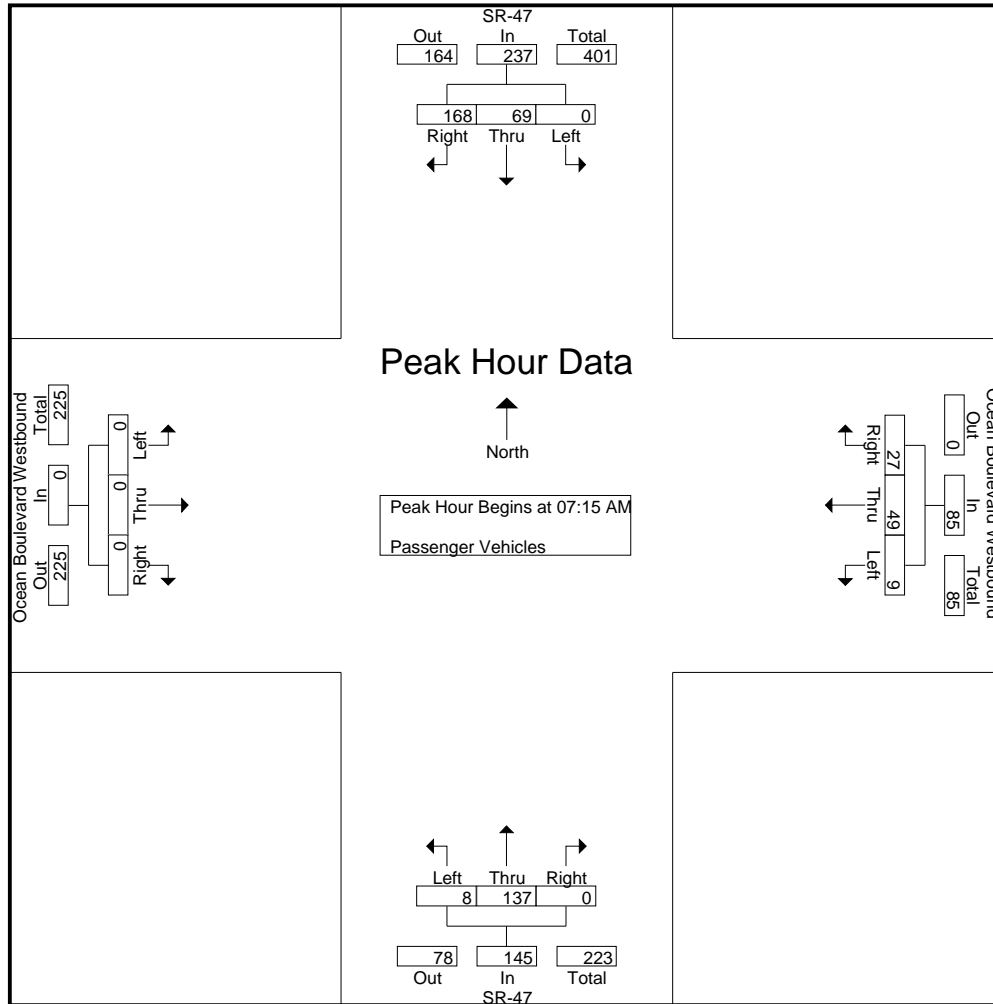
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	15	55	70	0	17	6	23	0	4	0	4	0	0	0	0	97
07:15 AM	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0	126
07:30 AM	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0	133
07:45 AM	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0	125
Total	0	78	200	278	5	61	27	93	8	102	0	110	0	0	0	0	481
08:00 AM	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0	83
08:15 AM	0	8	28	36	3	5	8	16	1	22	0	23	0	0	0	0	75
08:30 AM	0	6	23	29	1	6	5	12	1	19	0	20	0	0	0	0	61
08:45 AM	0	5	25	30	2	11	10	23	2	19	0	21	0	0	0	0	74
Total	0	25	99	124	10	27	29	66	4	99	0	103	0	0	0	0	293
Grand Total	0	103	299	402	15	88	56	159	12	201	0	213	0	0	0	0	774
Apprch %	0	25.6	74.4		9.4	55.3	35.2		5.6	94.4	0		0	0	0		
Total %	0	13.3	38.6	51.9	1.9	11.4	7.2	20.5	1.6	26	0	27.5	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0	126
07:30 AM	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0	133
07:45 AM	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0	125
08:00 AM	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0	83
Total Volume	0	69	168	237	9	49	27	85	8	137	0	145	0	0	0	0	467
% App. Total	0	29.1	70.9		10.6	57.6	31.8		5.5	94.5	0		0	0	0		
PHF	.000	.466	.750	.637	.563	.557	.675	.625	.500	.699	.000	.740	.000	.000	.000	.000	.878

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	37	56	93	2	9	4	15	4	14	0	18	0	0	0	0
+15 mins.	0	14	49	63	1	13	7	21	0	49	0	49	0	0	0	0
+30 mins.	0	12	40	52	2	22	10	34	4	35	0	39	0	0	0	0
+45 mins.	0	6	23	29	4	5	6	15	0	39	0	39	0	0	0	0
Total Volume	0	69	168	237	9	49	27	85	8	137	0	145	0	0	0	0
% App. Total	0	29.1	70.9		10.6	57.6	31.8		5.5	94.5	0		0	0	0	
PHF	.000	.466	.750	.637	.563	.557	.675	.625	.500	.699	.000	.740	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

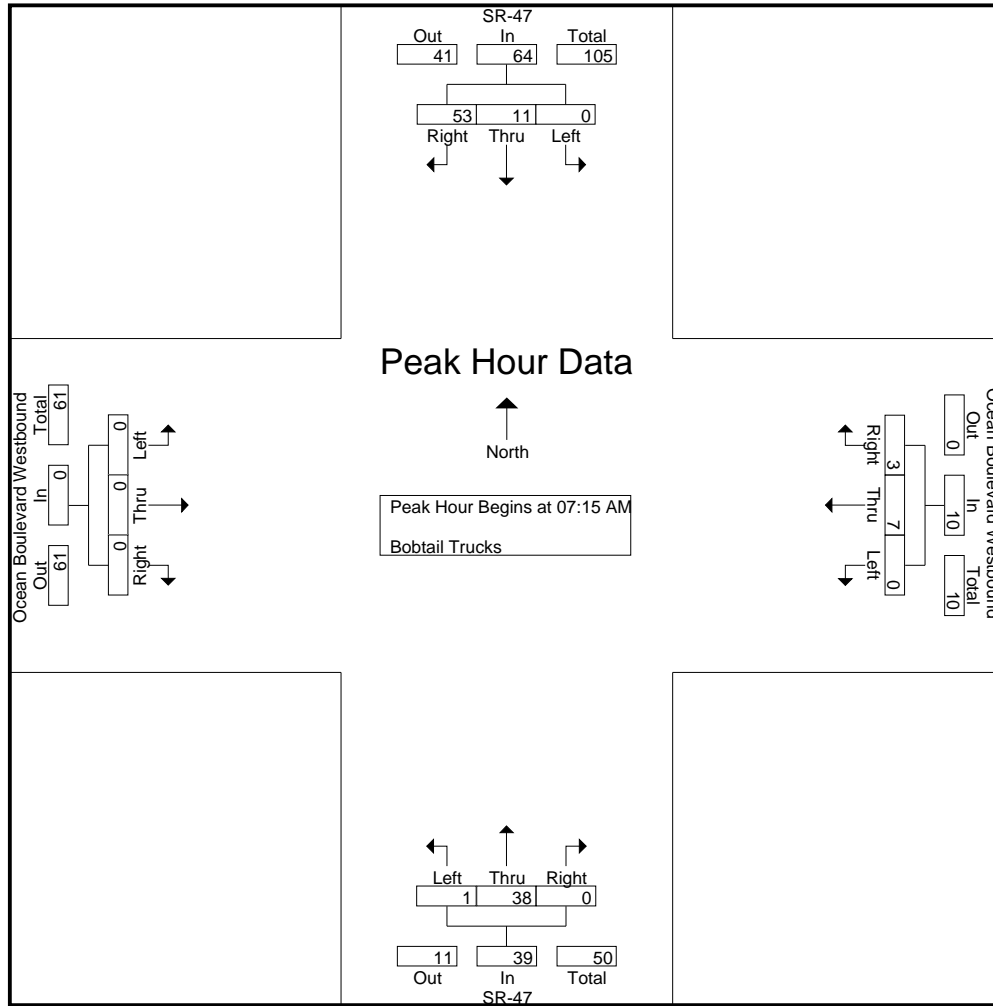
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	8	9	0	1	0	1	0	0	0	0	0	0	0	0	0	10
07:15 AM	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0	0	21
07:30 AM	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0	0	28
07:45 AM	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0	0	29
Total	0	9	42	51	0	7	3	10	1	26	0	27	0	0	0	0	0	88
08:00 AM	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0	0	35
08:15 AM	0	5	19	24	0	1	1	2	0	0	0	0	0	0	0	0	0	26
08:30 AM	0	11	26	37	0	5	3	8	0	13	0	13	0	0	0	0	0	58
08:45 AM	0	4	26	30	0	3	2	5	0	18	0	18	0	0	0	0	0	53
Total	0	23	90	113	0	10	6	16	0	43	0	43	0	0	0	0	0	172
Grand Total	0	32	132	164	0	17	9	26	1	69	0	70	0	0	0	0	0	260
Apprch %	0	19.5	80.5		0	65.4	34.6		1.4	98.6	0		0	0	0	0		
Total %	0	12.3	50.8	63.1	0	6.5	3.5	10	0.4	26.5	0	26.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0	0	21
07:30 AM	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0	0	28
07:45 AM	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0	0	29
08:00 AM	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0	0	35
Total Volume	0	11	53	64	0	7	3	10	1	38	0	39	0	0	0	0	0	113
% App. Total	0	17.2	82.8		0	70	30		2.6	97.4	0		0	0	0	0		
PHF	.000	.688	.697	.727	.000	.583	.375	.500	.250	.731	.000	.750	.000	.000	.000	.000	.000	.807

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	11	12	0	0	0	0	0	9	0	9	0	0	0	0
+15 mins.	0	3	8	11	0	3	1	4	0	13	0	13	0	0	0	0
+30 mins.	0	4	15	19	0	3	2	5	1	4	0	5	0	0	0	0
+45 mins.	0	3	19	22	0	1	0	1	0	12	0	12	0	0	0	0
Total Volume	0	11	53	64	0	7	3	10	1	38	0	39	0	0	0	0
% App. Total	0	17.2	82.8		0	70	30		2.6	97.4	0		0	0	0	
PHF	.000	.688	.697	.727	.000	.583	.375	.500	.250	.731	.000	.750	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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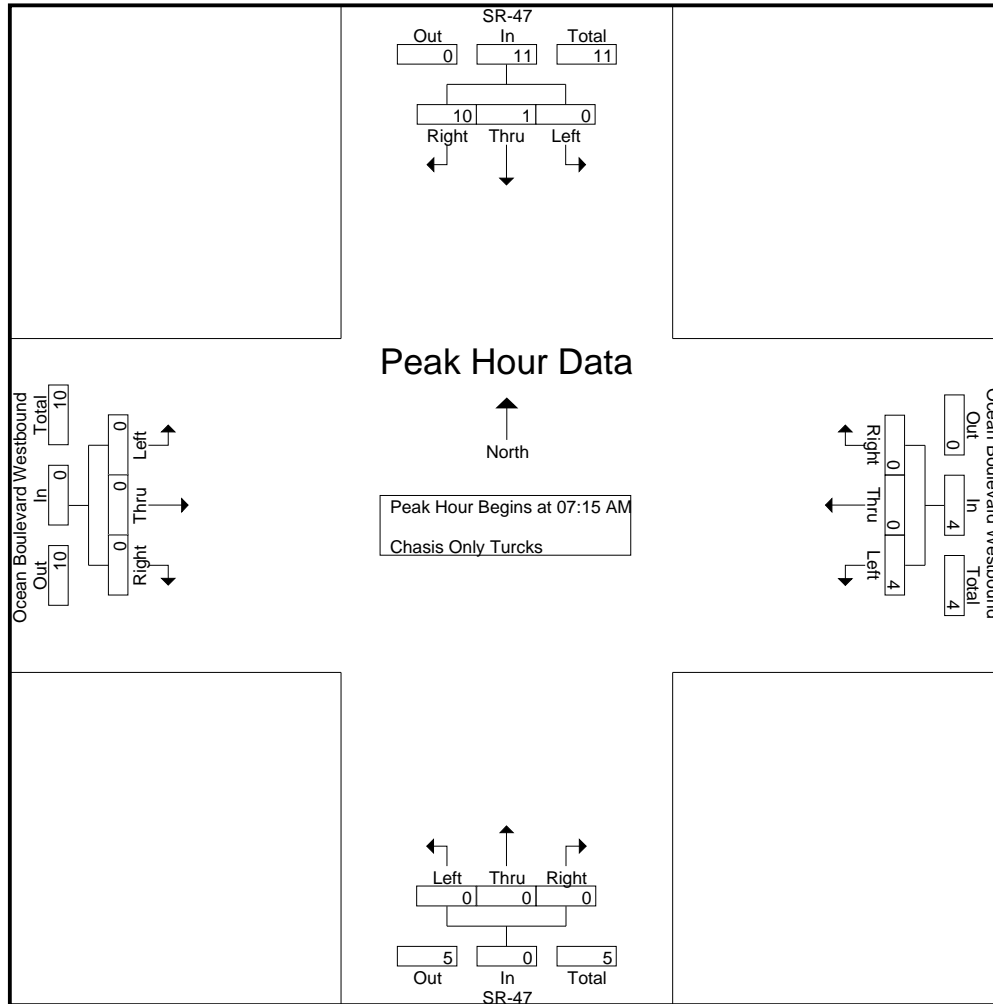
Groups Printed- Chasis Only Turcks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	1	7	8	4	0	0	4	0	0	0	0	0	0	0	0	0	12
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	1	7	8	1	0	0	1	0	0	0	0	0	0	0	0	0	9
08:30 AM	0	1	5	6	3	0	0	3	0	1	0	1	0	0	0	0	0	10
08:45 AM	0	4	7	11	3	0	0	3	0	1	0	1	0	0	0	0	0	15
Total	0	6	24	30	7	0	0	7	0	2	0	2	0	0	0	0	0	39
Grand Total	0	7	31	38	11	0	0	11	0	2	0	2	0	0	0	0	0	51
Apprch %	0	18.4	81.6		100	0	0		0	100	0		0	0	0			
Total %	0	13.7	60.8	74.5	21.6	0	0	21.6	0	3.9	0	3.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total Volume	0	1	10	11	4	0	0	4	0	0	0	0	0	0	0	0	0	15
% App. Total	0	9.1	90.9		100	0	0		0	0	0		0	0	0			
PHF	.000	.250	.500	.550	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	4	0	0	4	0	0	0	0	0	0	0	0
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	10	11	4	0	0	4	0	0	0	0	0	0	0	0
% App. Total	0	9.1	90.9		100	0	0		0	0	0		0	0	0	
PHF	.000	.250	.500	.550	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

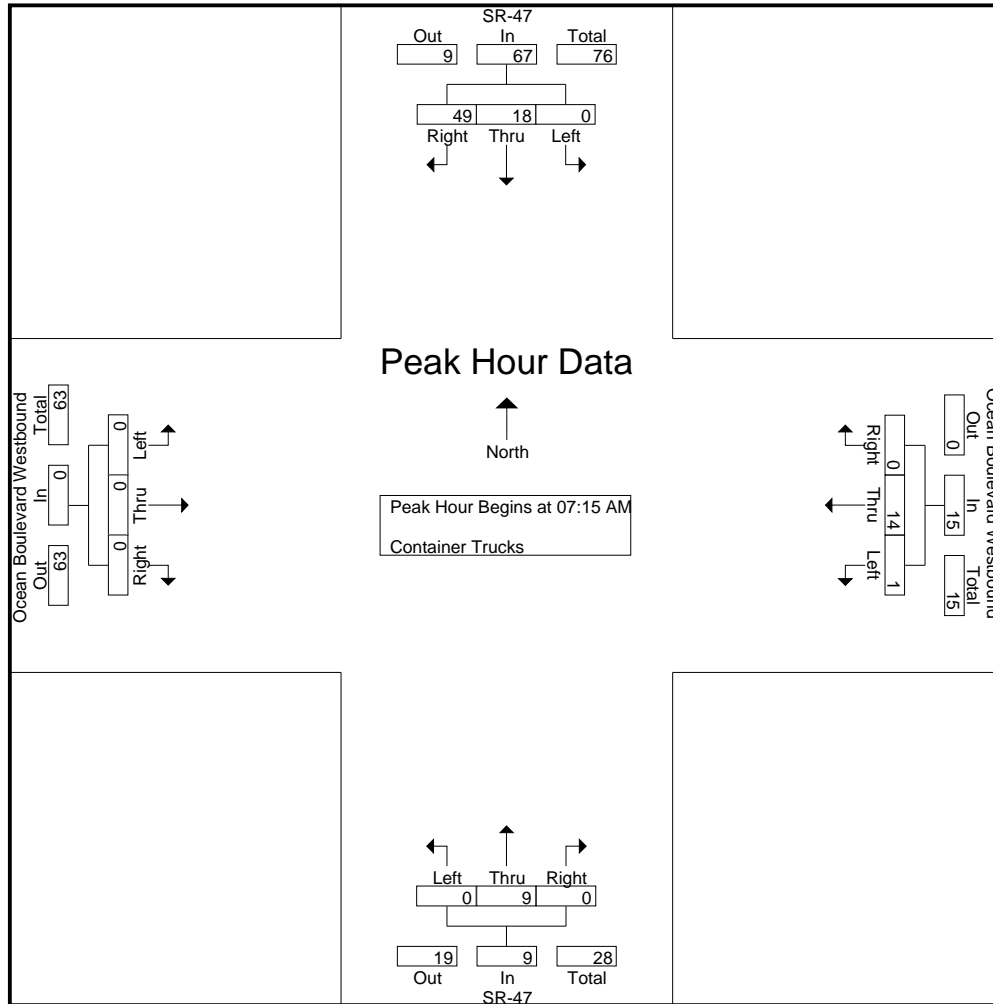
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	10	12	0	0	1	1	0	1	0	1	0	0	0	0	14
07:15 AM	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0	13
07:30 AM	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0	19
07:45 AM	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0	24
Total	0	7	43	50	1	9	1	11	0	9	0	9	0	0	0	0	70
08:00 AM	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0	35
08:15 AM	0	6	20	26	0	2	0	2	0	7	0	7	0	0	0	0	35
08:30 AM	0	1	20	21	0	3	2	5	0	6	0	6	0	0	0	0	32
08:45 AM	0	3	21	24	0	7	2	9	0	9	0	9	0	0	0	0	42
Total	0	23	77	100	0	17	4	21	0	23	0	23	0	0	0	0	144
Grand Total	0	30	120	150	1	26	5	32	0	32	0	32	0	0	0	0	214
Apprch %	0	20	80		3.1	81.2	15.6		0	100	0		0	0	0		
Total %	0	14	56.1	70.1	0.5	12.1	2.3	15	0	15	0	15	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0	13
07:30 AM	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0	19
07:45 AM	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0	24
08:00 AM	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0	35
Total Volume	0	18	49	67	1	14	0	15	0	9	0	9	0	0	0	0	91
% App. Total	0	26.9	73.1		6.7	93.3	0		0	100	0		0	0	0		
PHF	.000	.346	.766	.578	.250	.700	.000	.750	.000	.450	.000	.450	.000	.000	.000	.000	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	8	10	0	1	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	1	9	10	0	4	0	4	0	5	0	5	0	0	0	0
+30 mins.	0	2	16	18	1	4	0	5	0	1	0	1	0	0	0	0
+45 mins.	0	13	16	29	0	5	0	5	0	1	0	1	0	0	0	0
Total Volume	0	18	49	67	1	14	0	15	0	9	0	9	0	0	0	0
% App. Total	0	26.9	73.1		6.7	93.3	0		0	100	0		0	0	0	
PHF	.000	.346	.766	.578	.250	.700	.000	.750	.000	.450	.000	.450	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

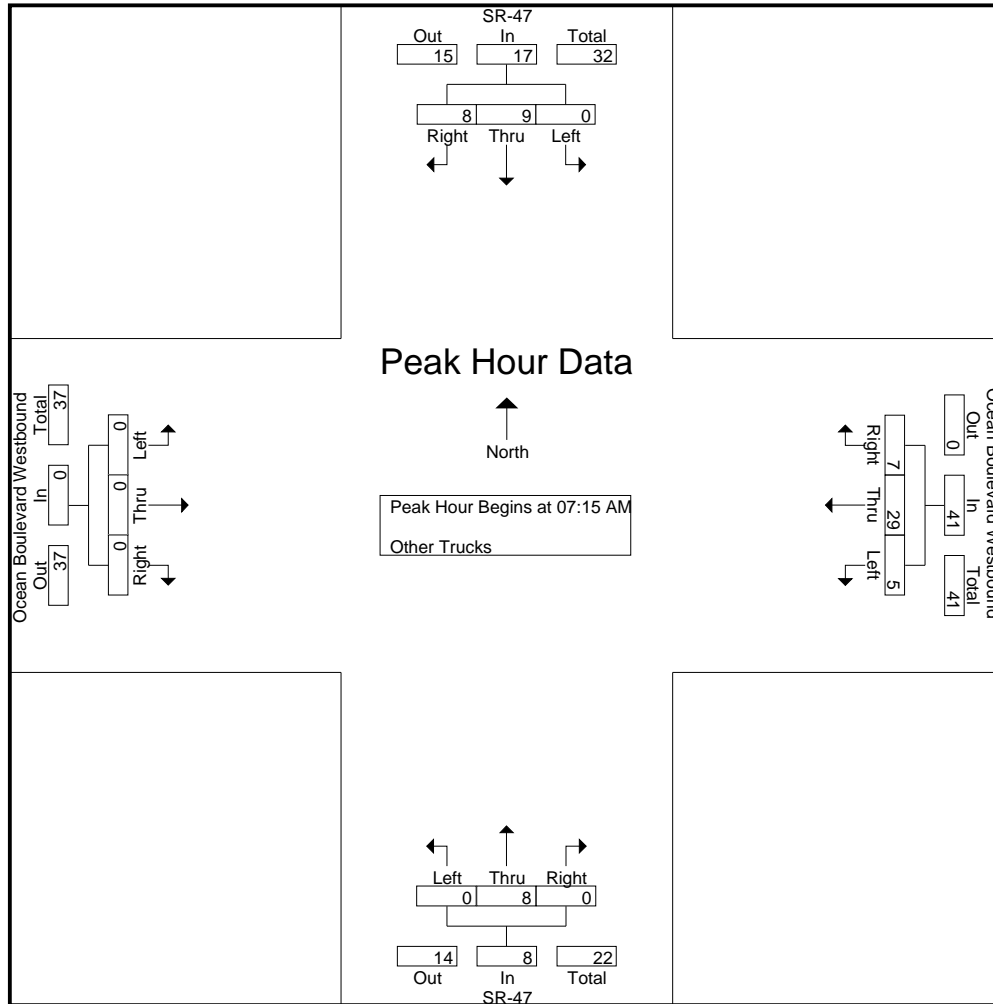
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	1	2	0	2	2	4	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0	0	17
07:30 AM	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0	0	17
07:45 AM	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0	0	17
Total	0	10	5	15	5	22	8	35	0	7	0	7	0	0	0	0	0	57
08:00 AM	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0	0	15
08:15 AM	0	0	1	1	0	4	1	5	0	5	0	5	0	0	0	0	0	11
08:30 AM	0	2	3	5	1	5	2	8	0	2	0	2	0	0	0	0	0	15
08:45 AM	0	3	2	5	0	4	1	5	0	2	0	2	0	0	0	0	0	12
Total	0	5	10	15	1	22	5	28	0	10	0	10	0	0	0	0	0	53
Grand Total	0	15	15	30	6	44	13	63	0	17	0	17	0	0	0	0	0	110
Apprch %	0	50	50		9.5	69.8	20.6		0	100	0		0	0	0			
Total %	0	13.6	13.6	27.3	5.5	40	11.8	57.3	0	15.5	0	15.5	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:15 AM																		
07:15 AM	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0	0	17
07:30 AM	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0	0	17
07:45 AM	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0	0	17
08:00 AM	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0	0	15
Total Volume	0	9	8	17	5	29	7	41	0	8	0	8	0	0	0	0	0	66
% App. Total	0	52.9	47.1		12.2	70.7	17.1		0	100	0		0	0	0			
PHF	.000	.563	.500	.850	.625	.806	.875	.854	.000	.667	.000	.667	.000	.000	.000	.000	.000	.971

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	2	4	1	7	2	10	0	3	0	3	0	0	0	0
+15 mins.	0	3	1	4	2	8	2	12	0	1	0	1	0	0	0	0
+30 mins.	0	4	1	5	2	5	2	9	0	3	0	3	0	0	0	0
+45 mins.	0	0	4	4	0	9	1	10	0	1	0	1	0	0	0	0
Total Volume	0	9	8	17	5	29	7	41	0	8	0	8	0	0	0	0
% App. Total	0	52.9	47.1		12.2	70.7	17.1		0	100	0		0	0	0	
PHF	.000	.563	.500	.850	.625	.806	.875	.854	.000	.667	.000	.667	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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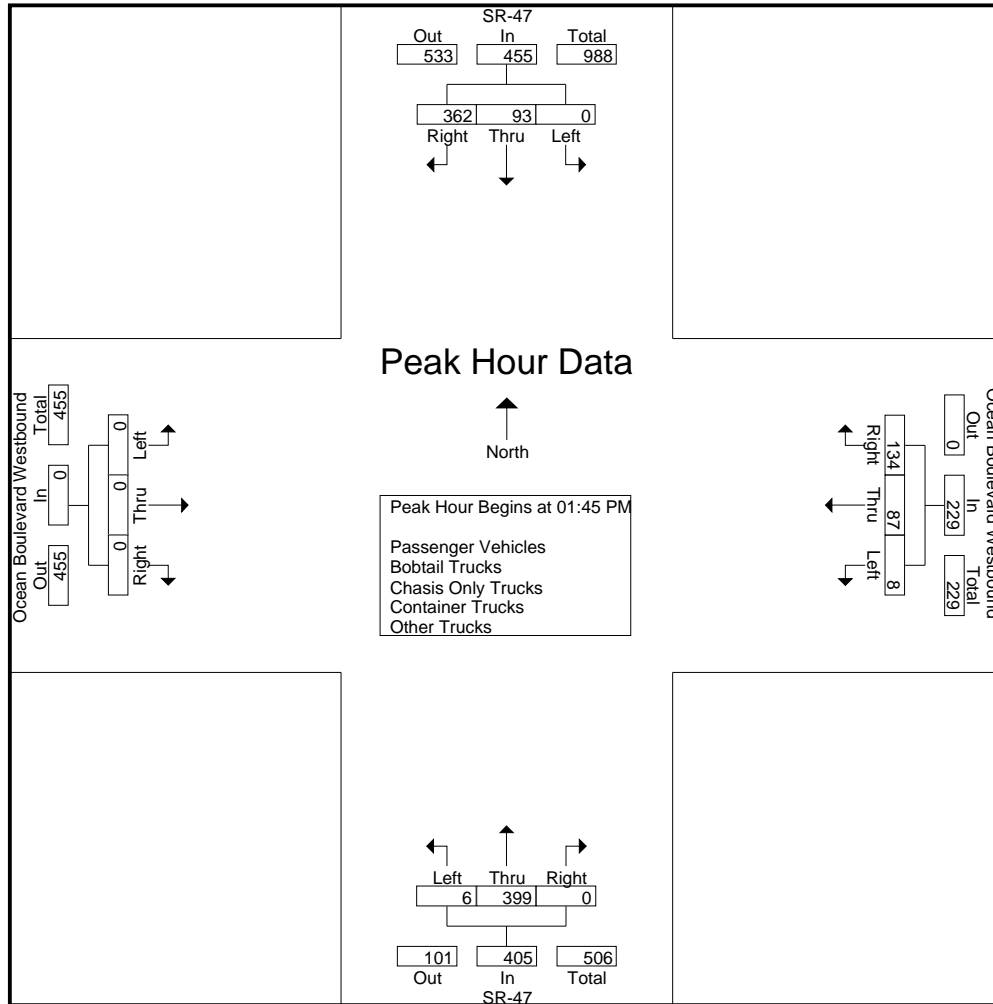
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	20	52	72	6	30	15	51	2	49	0	51	0	0	0	0	174
01:15 PM	0	24	62	86	4	14	17	35	0	63	0	63	0	0	0	0	184
01:30 PM	0	26	61	87	4	18	28	50	0	71	0	71	0	0	0	0	208
01:45 PM	0	24	70	94	1	23	29	53	4	95	0	99	0	0	0	0	246
Total	0	94	245	339	15	85	89	189	6	278	0	284	0	0	0	0	812
02:00 PM	0	26	97	123	5	20	42	67	0	96	0	96	0	0	0	0	286
02:15 PM	0	13	89	102	1	22	26	49	1	105	0	106	0	0	0	0	257
02:30 PM	0	30	106	136	1	22	37	60	1	103	0	104	0	0	0	0	300
02:45 PM	0	14	96	110	2	18	25	45	0	91	0	91	0	0	0	0	246
Total	0	83	388	471	9	82	130	221	2	395	0	397	0	0	0	0	1089
Grand Total	0	177	633	810	24	167	219	410	8	673	0	681	0	0	0	0	1901
Apprch %	0	21.9	78.1		5.9	40.7	53.4		1.2	98.8	0		0	0	0		
Total %	0	9.3	33.3	42.6	1.3	8.8	11.5	21.6	0.4	35.4	0	35.8	0	0	0	0	
Passenger Vehicles	0	66	184	250	16	36	82	134	6	203	0	209	0	0	0	0	593
% Passenger Vehicles	0	37.3	29.1	30.9	66.7	21.6	37.4	32.7	75	30.2	0	30.7	0	0	0	0	31.2
Bobtail Trucks	0	36	143	179	1	21	76	98	2	235	0	237	0	0	0	0	514
% Bobtail Trucks	0	20.3	22.6	22.1	4.2	12.6	34.7	23.9	25	34.9	0	34.8	0	0	0	0	27
Chasis Only Trucks	0	32	88	120	0	23	5	28	0	27	0	27	0	0	0	0	175
% Chasis Only Trucks	0	18.1	13.9	14.8	0	13.8	2.3	6.8	0	4	0	4	0	0	0	0	9.2
Container Trucks	0	29	199	228	1	33	50	84	0	192	0	192	0	0	0	0	504
% Container Trucks	0	16.4	31.4	28.1	4.2	19.8	22.8	20.5	0	28.5	0	28.2	0	0	0	0	26.5
Other Trucks	0	14	19	33	6	54	6	66	0	16	0	16	0	0	0	0	115
% Other Trucks	0	7.9	3	4.1	25	32.3	2.7	16.1	0	2.4	0	2.3	0	0	0	0	6

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	24	70	94	1	23	29	53	4	95	0	99	0	0	0	0	246
02:00 PM	0	26	97	123	5	20	42	67	0	96	0	96	0	0	0	0	286
02:15 PM	0	13	89	102	1	22	26	49	1	105	0	106	0	0	0	0	257
02:30 PM	0	30	106	136	1	22	37	60	1	103	0	104	0	0	0	0	300
Total Volume	0	93	362	455	8	87	134	229	6	399	0	405	0	0	0	0	1089
% App. Total	0	20.4	79.6		3.5	38	58.5		1.5	98.5	0		0	0	0		
PHF	.000	.775	.854	.836	.400	.946	.798	.854	.375	.950	.000	.955	.000	.000	.000	.000	.908

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				01:45 PM				01:45 PM				01:00 PM			
+0 mins.	0	26	97	123	1	23	29	53	4	95	0	99	0	0	0	0
+15 mins.	0	13	89	102	5	20	42	67	0	96	0	96	0	0	0	0
+30 mins.	0	30	106	136	1	22	26	49	1	105	0	106	0	0	0	0
+45 mins.	0	14	96	110	1	22	37	60	1	103	0	104	0	0	0	0
Total Volume	0	83	388	471	8	87	134	229	6	399	0	405	0	0	0	0
% App. Total	0	17.6	82.4		3.5	38	58.5		1.5	98.5	0		0	0	0	
PHF	.000	.692	.915	.866	.400	.946	.798	.854	.375	.950	.000	.955	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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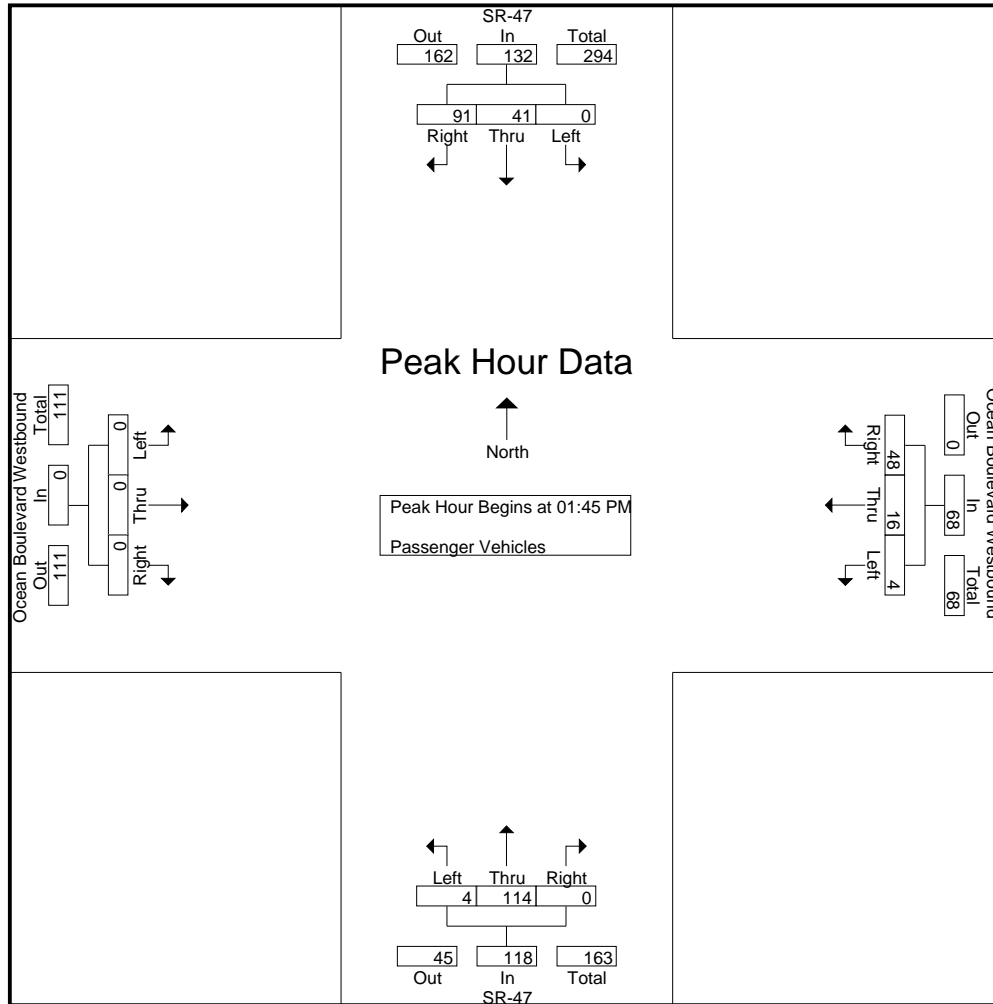
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	3	25	28	6	7	9	22	2	17	0	19	0	0	0	0	69
01:15 PM	0	9	19	28	3	7	9	19	0	25	0	25	0	0	0	0	72
01:30 PM	0	9	24	33	2	3	11	16	0	15	0	15	0	0	0	0	64
01:45 PM	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0	59
Total	0	28	86	114	11	21	36	68	4	78	0	82	0	0	0	0	264
02:00 PM	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0	80
02:15 PM	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0	78
02:30 PM	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0	101
02:45 PM	0	4	25	29	1	3	5	9	0	32	0	32	0	0	0	0	70
Total	0	38	98	136	5	15	46	66	2	125	0	127	0	0	0	0	329
Grand Total	0	66	184	250	16	36	82	134	6	203	0	209	0	0	0	0	593
Apprch %	0	26.4	73.6		11.9	26.9	61.2		2.9	97.1	0		0	0	0		
Total %	0	11.1	31	42.2	2.7	6.1	13.8	22.6	1	34.2	0	35.2	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0	59
02:00 PM	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0	80
02:15 PM	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0	78
02:30 PM	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0	101
Total Volume	0	41	91	132	4	16	48	68	4	114	0	118	0	0	0	0	318
% App. Total	0	31.1	68.9		5.9	23.5	70.6		3.4	96.6	0		0	0	0		
PHF	.000	.732	.734	.733	.333	.571	.667	.654	.500	.792	.000	.797	.000	.000	.000	.000	.787

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	7	18	25	0	4	7	11	2	21	0	23	0	0	0	0
+15 mins.	0	12	22	34	3	3	12	18	0	28	0	28	0	0	0	0
+30 mins.	0	8	20	28	0	2	11	13	1	36	0	37	0	0	0	0
+45 mins.	0	14	31	45	1	7	18	26	1	29	0	30	0	0	0	0
Total Volume	0	41	91	132	4	16	48	68	4	114	0	118	0	0	0	0
% App. Total	0	31.1	68.9		5.9	23.5	70.6		3.4	96.6	0		0	0	0	
PHF	.000	.732	.734	.733	.333	.571	.667	.654	.500	.792	.000	.797	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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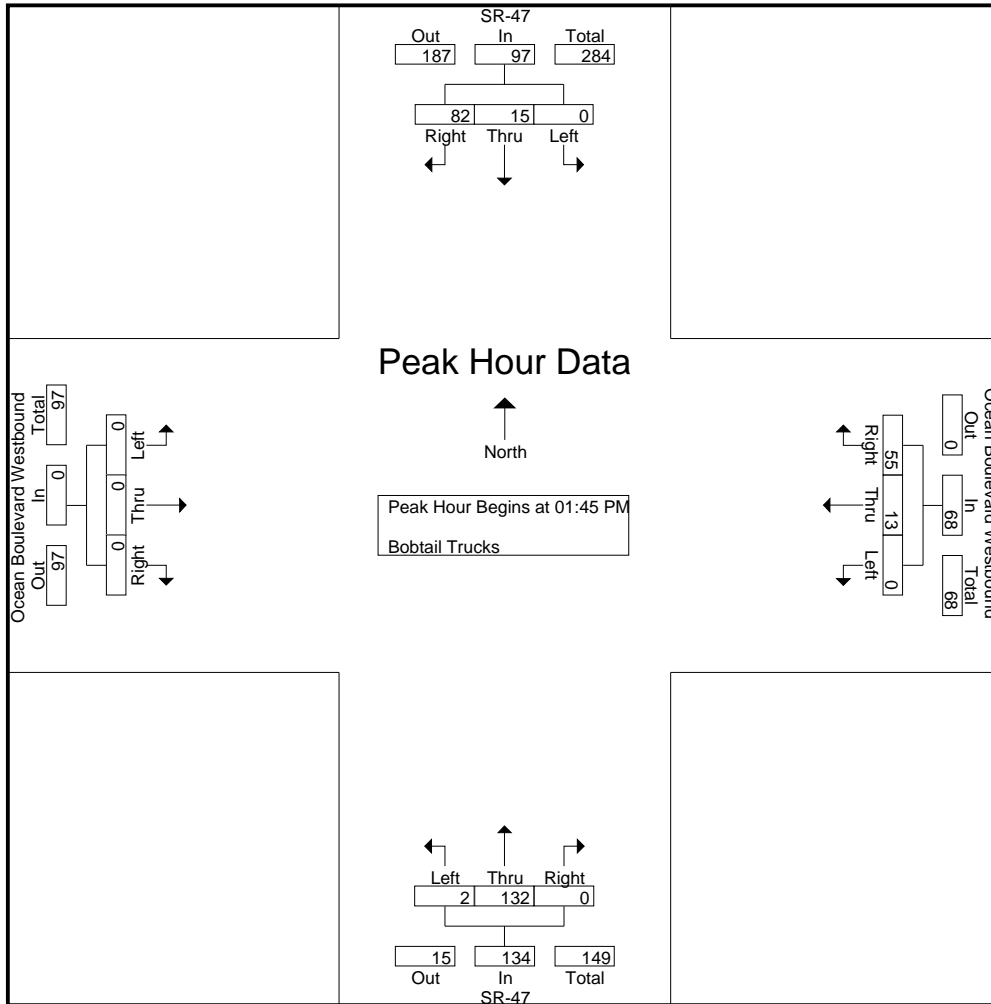
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	5	8	13	0	1	1	2	0	16	0	16	0	0	0	0	31
01:15 PM	0	3	14	17	0	1	5	6	0	23	0	23	0	0	0	0	46
01:30 PM	0	8	13	21	1	2	6	9	0	30	0	30	0	0	0	0	60
01:45 PM	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0	72
Total	0	21	47	68	1	5	31	37	2	102	0	104	0	0	0	0	209
02:00 PM	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0	88
02:15 PM	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0	77
02:30 PM	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0	62
02:45 PM	0	5	26	31	0	4	9	13	0	34	0	34	0	0	0	0	78
Total	0	15	96	111	0	16	45	61	0	133	0	133	0	0	0	0	305
Grand Total	0	36	143	179	1	21	76	98	2	235	0	237	0	0	0	0	514
Apprch %	0	20.1	79.9		1	21.4	77.6		0.8	99.2	0		0	0	0		
Total %	0	7	27.8	34.8	0.2	4.1	14.8	19.1	0.4	45.7	0	46.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0	72
02:00 PM	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0	88
02:15 PM	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0	77
02:30 PM	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0	62
Total Volume	0	15	82	97	0	13	55	68	2	132	0	134	0	0	0	0	299
% App. Total	0	15.5	84.5		0	19.1	80.9		1.5	98.5	0		0	0	0		
PHF	.000	.625	.732	.735	.000	.542	.688	.654	.250	.917	.000	.931	.000	.000	.000	.000	.849

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	5	12	17	0	1	19	20	2	33	0	35	0	0	0	0
+15 mins.	0	6	27	33	0	6	20	26	0	29	0	29	0	0	0	0
+30 mins.	0	2	28	30	0	5	8	13	0	34	0	34	0	0	0	0
+45 mins.	0	2	15	17	0	1	8	9	0	36	0	36	0	0	0	0
Total Volume	0	15	82	97	0	13	55	68	2	132	0	134	0	0	0	0
% App. Total	0	15.5	84.5		0	19.1	80.9		1.5	98.5	0		0	0	0	
PHF	.000	.625	.732	.735	.000	.542	.688	.654	.250	.917	.000	.931	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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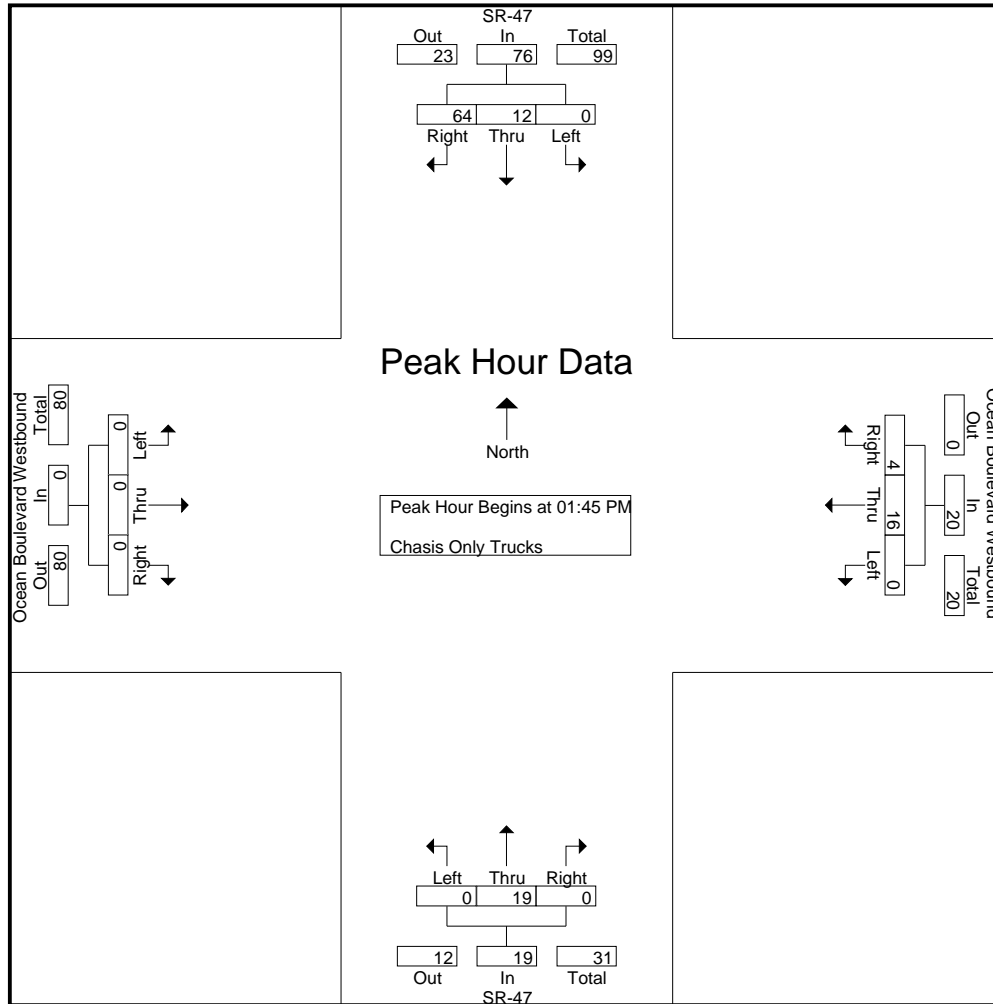
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	7	11	0	1	0	1	0	2	0	2	0	0	0	0	14
01:15 PM	0	10	2	12	0	1	0	1	0	1	0	1	0	0	0	0	14
01:30 PM	0	5	6	11	0	2	0	2	0	4	0	4	0	0	0	0	17
01:45 PM	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0	24
Total	0	24	25	49	0	10	0	10	0	10	0	10	0	0	0	0	69
02:00 PM	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0	34
02:15 PM	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0	24
02:30 PM	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0	33
02:45 PM	0	1	9	10	0	3	1	4	0	1	0	1	0	0	0	0	15
Total	0	8	63	71	0	13	5	18	0	17	0	17	0	0	0	0	106
Grand Total	0	32	88	120	0	23	5	28	0	27	0	27	0	0	0	0	175
Apprch %	0	26.7	73.3		0	82.1	17.9		0	100	0		0	0	0		
Total %	0	18.3	50.3	68.6	0	13.1	2.9	16	0	15.4	0	15.4	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0	24
02:00 PM	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0	34
02:15 PM	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0	24
02:30 PM	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0	33
Total Volume	0	12	64	76	0	16	4	20	0	19	0	19	0	0	0	0	115
% App. Total	0	15.8	84.2		0	80	20		0	100	0		0	0	0		
PHF	.000	.600	.696	.704	.000	.667	.333	.625	.000	.679	.000	.679	.000	.000	.000	.000	.846

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	5	10	15	0	6	0	6	0	3	0	3	0	0	0	0
+15 mins.	0	4	23	27	0	4	0	4	0	3	0	3	0	0	0	0
+30 mins.	0	0	15	15	0	1	1	2	0	7	0	7	0	0	0	0
+45 mins.	0	3	16	19	0	5	3	8	0	6	0	6	0	0	0	0
Total Volume	0	12	64	76	0	16	4	20	0	19	0	19	0	0	0	0
% App. Total	0	15.8	84.2		0	80	20		0	100	0		0	0	0	
PHF	.000	.600	.696	.704	.000	.667	.333	.625	.000	.679	.000	.679	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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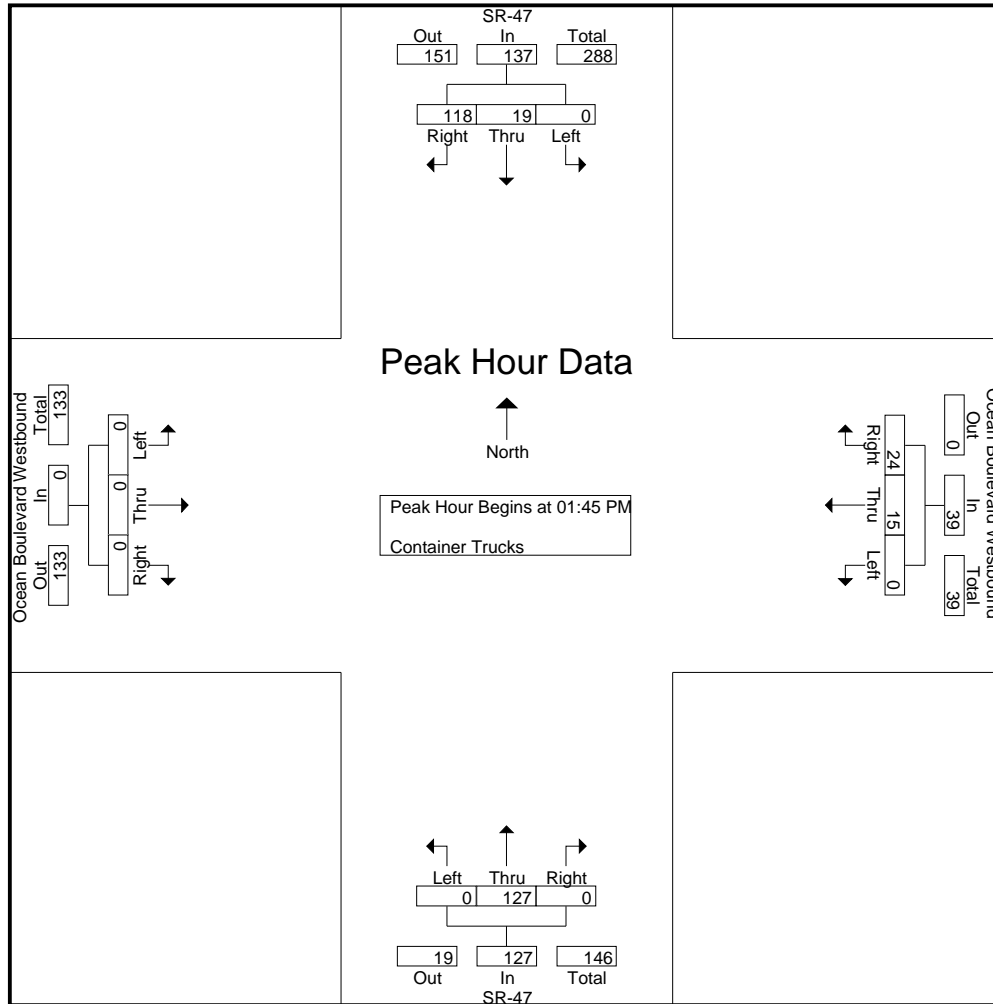
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	9	13	0	8	4	12	0	14	0	14	0	0	0	0	39
01:15 PM	0	1	24	25	0	2	2	4	0	10	0	10	0	0	0	0	39
01:30 PM	0	1	15	16	1	5	10	16	0	17	0	17	0	0	0	0	49
01:45 PM	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0	77
Total	0	9	78	87	1	19	18	38	0	79	0	79	0	0	0	0	204
02:00 PM	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0	66
02:15 PM	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0	63
02:30 PM	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0	97
02:45 PM	0	4	33	37	0	3	10	13	0	24	0	24	0	0	0	0	74
Total	0	20	121	141	0	14	32	46	0	113	0	113	0	0	0	0	300
Grand Total	0	29	199	228	1	33	50	84	0	192	0	192	0	0	0	0	504
Apprch %	0	12.7	87.3		1.2	39.3	59.5		0	100	0		0	0	0		
Total %	0	5.8	39.5	45.2	0.2	6.5	9.9	16.7	0	38.1	0	38.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0	77
02:00 PM	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0	66
02:15 PM	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0	63
02:30 PM	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0	97
Total Volume	0	19	118	137	0	15	24	39	0	127	0	127	0	0	0	0	303
% App. Total	0	13.9	86.1		0	38.5	61.5		0	100	0		0	0	0		
PHF	.000	.432	.686	.634	.000	.536	.667	.813	.000	.836	.000	.836	.000	.000	.000	.000	.781

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	3	30	33	0	4	2	6	0	38	0	38	0	0	0	0
+15 mins.	0	3	21	24	0	0	9	9	0	33	0	33	0	0	0	0
+30 mins.	0	2	24	26	0	7	5	12	0	25	0	25	0	0	0	0
+45 mins.	0	11	43	54	0	4	8	12	0	31	0	31	0	0	0	0
Total Volume	0	19	118	137	0	15	24	39	0	127	0	127	0	0	0	0
% App. Total	0	13.9	86.1		0	38.5	61.5		0	100	0		0	0	0	
PHF	.000	.432	.686	.634	.000	.536	.667	.813	.000	.836	.000	.836	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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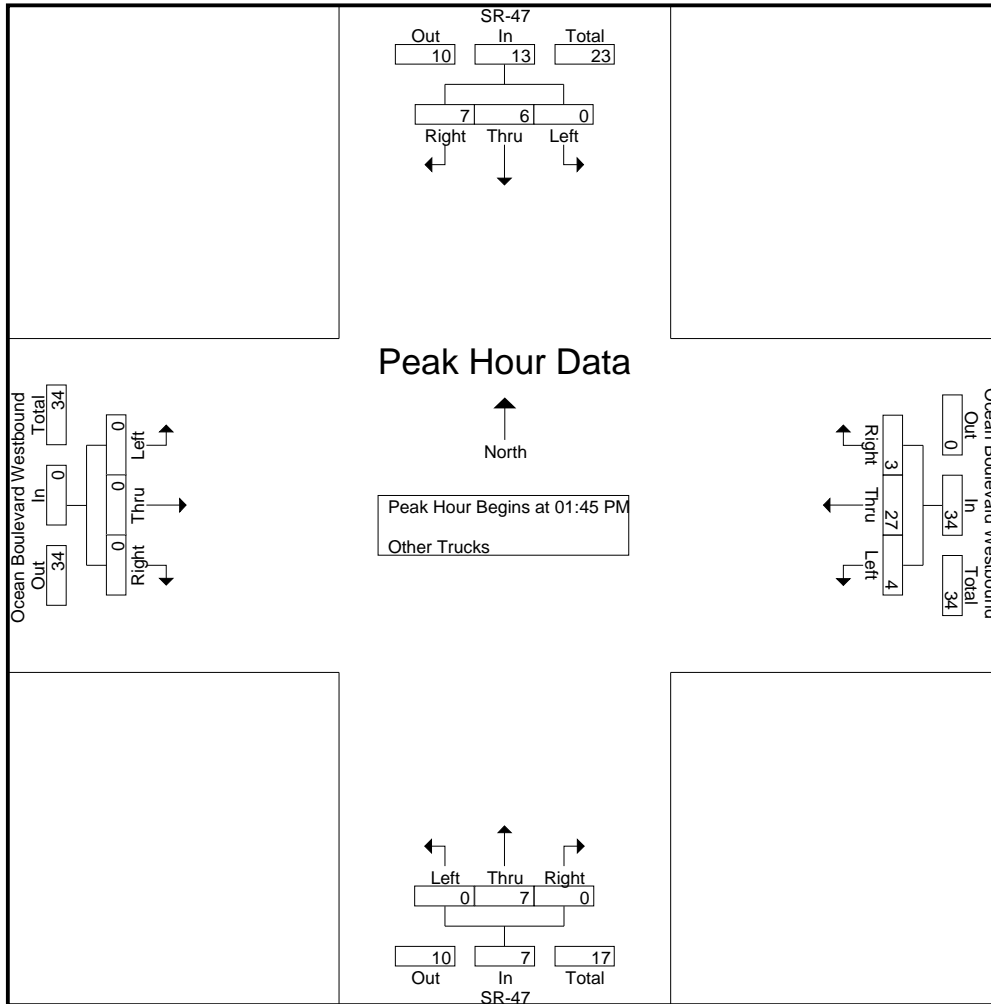
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	4	3	7	0	13	1	14	0	0	0	0	0	0	0	0	0	21
01:15 PM	0	1	3	4	1	3	1	5	0	4	0	4	0	0	0	0	0	13
01:30 PM	0	3	3	6	0	6	1	7	0	5	0	5	0	0	0	0	0	18
01:45 PM	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0	0	14
Total	0	12	9	21	2	30	4	36	0	9	0	9	0	0	0	0	0	66
02:00 PM	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0	0	18
02:15 PM	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0	0	15
02:30 PM	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0	0	7
02:45 PM	0	0	3	3	1	5	0	6	0	0	0	0	0	0	0	0	0	9
Total	0	2	10	12	4	24	2	30	0	7	0	7	0	0	0	0	0	49
Grand Total	0	14	19	33	6	54	6	66	0	16	0	16	0	0	0	0	0	115
Apprch %	0	42.4	57.6		9.1	81.8	9.1		0	100	0		0	0	0			
Total %	0	12.2	16.5	28.7	5.2	47	5.2	57.4	0	13.9	0	13.9	0	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 01:45 PM																		
01:45 PM	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0	0	14
02:00 PM	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0	0	18
02:15 PM	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0	0	15
02:30 PM	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0	0	7
Total Volume	0	6	7	13	4	27	3	34	0	7	0	7	0	0	0	0	0	54
% App. Total	0	46.2	53.8		11.8	79.4	8.8		0	100	0		0	0	0			
PHF	.000	.375	.438	.650	.500	.844	.750	.850	.000	.583	.000	.583	.000	.000	.000	.000	.000	.750

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	4	0	4	1	8	1	10	0	0	0	0	0	0	0	0
+15 mins.	0	1	4	5	2	7	1	10	0	3	0	3	0	0	0	0
+30 mins.	0	1	2	3	1	7	1	9	0	3	0	3	0	0	0	0
+45 mins.	0	0	1	1	0	5	0	5	0	1	0	1	0	0	0	0
Total Volume	0	6	7	13	4	27	3	34	0	7	0	7	0	0	0	0
% App. Total	0	46.2	53.8		11.8	79.4	8.8		0	100	0		0	0	0	
PHF	.000	.375	.438	.650	.500	.844	.750	.850	.000	.583	.000	.583	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

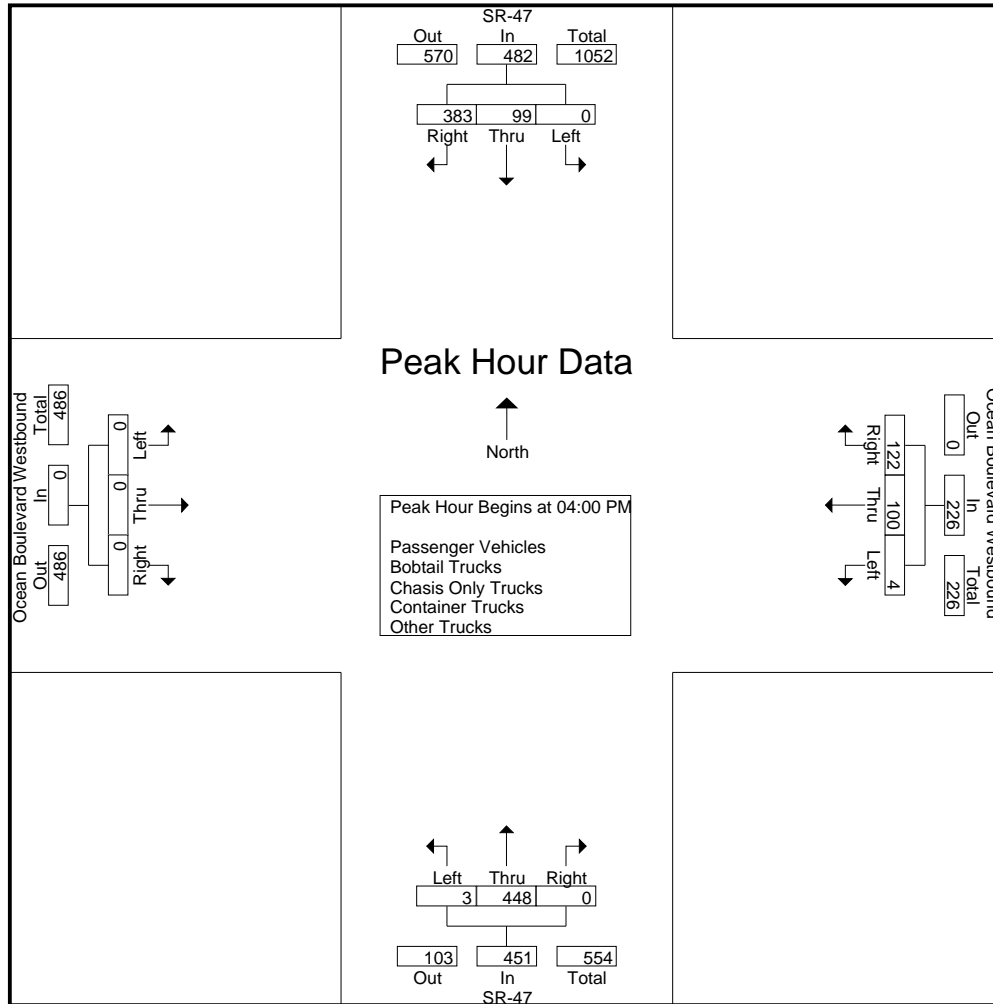
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	11	83	94	1	20	29	50	1	142	0	143	0	0	0	0	287
04:15 PM	0	26	84	110	2	26	27	55	0	133	0	133	0	0	0	0	298
04:30 PM	0	23	101	124	0	23	28	51	1	94	0	95	0	0	0	0	270
04:45 PM	0	39	115	154	1	31	38	70	1	79	0	80	0	0	0	0	304
Total	0	99	383	482	4	100	122	226	3	448	0	451	0	0	0	0	1159
05:00 PM	0	39	106	145	3	17	21	41	0	65	0	65	0	0	0	0	251
05:15 PM	0	48	90	138	1	14	21	36	0	56	0	56	0	0	0	0	230
05:30 PM	0	15	82	97	1	19	19	39	2	40	0	42	0	0	0	0	178
05:45 PM	0	29	84	113	1	7	5	13	1	43	0	44	0	0	0	0	170
Total	0	131	362	493	6	57	66	129	3	204	0	207	0	0	0	0	829
Grand Total	0	230	745	975	10	157	188	355	6	652	0	658	0	0	0	0	1988
Apprch %	0	23.6	76.4		2.8	44.2	53		0.9	99.1	0		0	0	0		
Total %	0	11.6	37.5	49	0.5	7.9	9.5	17.9	0.3	32.8	0	33.1	0	0	0	0	
Passenger Vehicles	0	136	336	472	5	91	130	226	3	342	0	345	0	0	0	0	1043
% Passenger Vehicles	0	59.1	45.1	48.4	50	58	69.1	63.7	50	52.5	0	52.4	0	0	0	0	52.5
Bobtail Trucks	0	70	176	246	0	11	36	47	2	129	0	131	0	0	0	0	424
% Bobtail Trucks	0	30.4	23.6	25.2	0	7	19.1	13.2	33.3	19.8	0	19.9	0	0	0	0	21.3
Chasis Only Trucks	0	3	32	35	0	10	5	15	0	17	0	17	0	0	0	0	67
% Chasis Only Trucks	0	1.3	4.3	3.6	0	6.4	2.7	4.2	0	2.6	0	2.6	0	0	0	0	3.4
Container Trucks	0	19	199	218	0	36	16	52	1	157	0	158	0	0	0	0	428
% Container Trucks	0	8.3	26.7	22.4	0	22.9	8.5	14.6	16.7	24.1	0	24	0	0	0	0	21.5
Other Trucks	0	2	2	4	5	9	1	15	0	7	0	7	0	0	0	0	26
% Other Trucks	0	0.9	0.3	0.4	50	5.7	0.5	4.2	0	1.1	0	1.1	0	0	0	0	1.3

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	11	83	94	1	20	29	50	1	142	0	143	0	0	0	0	287
04:15 PM	0	26	84	110	2	26	27	55	0	133	0	133	0	0	0	0	298
04:30 PM	0	23	101	124	0	23	28	51	1	94	0	95	0	0	0	0	270
04:45 PM	0	39	115	154	1	31	38	70	1	79	0	80	0	0	0	0	304
Total Volume	0	99	383	482	4	100	122	226	3	448	0	451	0	0	0	0	1159
% App. Total	0	20.5	79.5		1.8	44.2	54		0.7	99.3	0		0	0	0		
PHF	.000	.635	.833	.782	.500	.806	.803	.807	.750	.789	.000	.788	.000	.000	.000	.000	.953

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	23	101	124	1	20	29	50	1	142	0	143	0	0	0	0
+15 mins.	0	39	115	154	2	26	27	55	0	133	0	133	0	0	0	0
+30 mins.	0	39	106	145	0	23	28	51	1	94	0	95	0	0	0	0
+45 mins.	0	48	90	138	1	31	38	70	1	79	0	80	0	0	0	0
Total Volume	0	149	412	561	4	100	122	226	3	448	0	451	0	0	0	0
% App. Total	0	26.6	73.4		1.8	44.2	54		0.7	99.3	0		0	0	0	
PHF	.000	.776	.896	.911	.500	.806	.803	.807	.750	.789	.000	.788	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

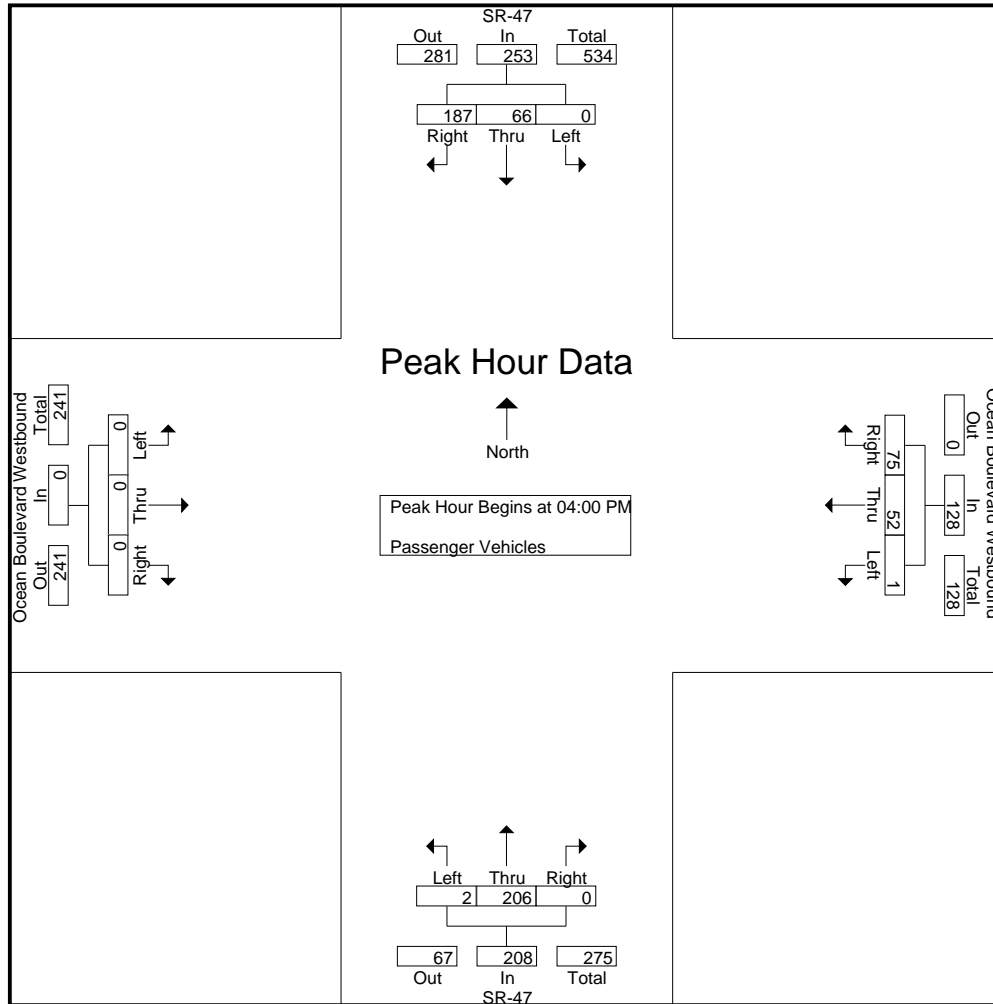
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0	116
04:15 PM	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0	136
04:30 PM	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0	145
04:45 PM	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0	192
Total	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0	589
05:00 PM	0	30	49	79	3	13	19	35	0	54	0	54	0	0	0	0	168
05:15 PM	0	26	39	65	0	9	20	29	0	35	0	35	0	0	0	0	129
05:30 PM	0	6	31	37	0	11	13	24	0	20	0	20	0	0	0	0	81
05:45 PM	0	8	30	38	1	6	3	10	1	27	0	28	0	0	0	0	76
Total	0	70	149	219	4	39	55	98	1	136	0	137	0	0	0	0	454
Grand Total	0	136	336	472	5	91	130	226	3	342	0	345	0	0	0	0	1043
Apprch %	0	28.8	71.2		2.2	40.3	57.5		0.9	99.1	0		0	0	0		
Total %	0	13	32.2	45.3	0.5	8.7	12.5	21.7	0.3	32.8	0	33.1	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0	116
04:15 PM	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0	136
04:30 PM	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0	145
04:45 PM	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0	192
Total Volume	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0	589
% App. Total	0	26.1	73.9		0.8	40.6	58.6		1	99	0		0	0	0		
PHF	.000	.635	.820	.762	.250	.722	.647	.681	.500	.844	.000	.839	.000	.000	.000	.000	.767

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	7	39	46	0	8	15	23	0	47	0	47	0	0	0	0
+15 mins.	0	19	40	59	1	11	16	28	0	49	0	49	0	0	0	0
+30 mins.	0	14	51	65	0	15	15	30	1	49	0	50	0	0	0	0
+45 mins.	0	26	57	83	0	18	29	47	1	61	0	62	0	0	0	0
Total Volume	0	66	187	253	1	52	75	128	2	206	0	208	0	0	0	0
% App. Total	0	26.1	73.9		0.8	40.6	58.6		1	99	0		0	0	0	
PHF	.000	.635	.820	.762	.250	.722	.647	.681	.500	.844	.000	.839	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

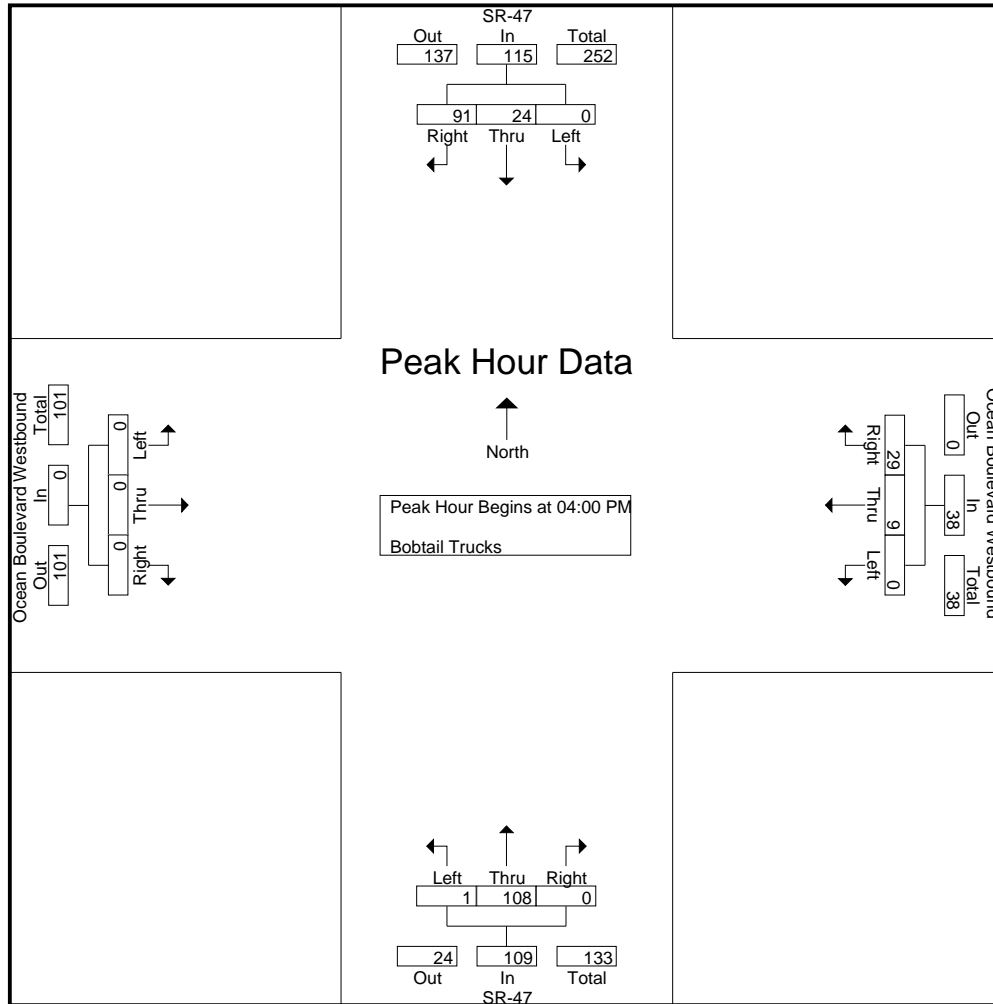
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0	77
04:15 PM	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0	65
04:30 PM	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0	61
04:45 PM	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0	59
Total	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0	262
05:00 PM	0	6	24	30	0	2	0	2	0	3	0	3	0	0	0	0	35
05:15 PM	0	17	22	39	0	0	1	1	0	5	0	5	0	0	0	0	45
05:30 PM	0	7	17	24	0	0	4	4	1	8	0	9	0	0	0	0	37
05:45 PM	0	16	22	38	0	0	2	2	0	5	0	5	0	0	0	0	45
Total	0	46	85	131	0	2	7	9	1	21	0	22	0	0	0	0	162
Grand Total	0	70	176	246	0	11	36	47	2	129	0	131	0	0	0	0	424
Apprch %	0	28.5	71.5		0	23.4	76.6		1.5	98.5	0		0	0	0		
Total %	0	16.5	41.5	58	0	2.6	8.5	11.1	0.5	30.4	0	30.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0	77
04:15 PM	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0	65
04:30 PM	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0	61
04:45 PM	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0	59
Total Volume	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0	262
% App. Total	0	20.9	79.1		0	23.7	76.3		0.9	99.1	0		0	0	0		
PHF	.000	.600	.689	.669	.000	.563	.659	.731	.250	.628	.000	.619	.000	.000	.000	.000	.851

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	3	19	22	0	0	11	11	1	43	0	44	0	0	0	0
+15 mins.	0	3	15	18	0	4	9	13	0	34	0	34	0	0	0	0
+30 mins.	0	8	24	32	0	3	5	8	0	21	0	21	0	0	0	0
+45 mins.	0	10	33	43	0	2	4	6	0	10	0	10	0	0	0	0
Total Volume	0	24	91	115	0	9	29	38	1	108	0	109	0	0	0	0
% App. Total	0	20.9	79.1		0	23.7	76.3		0.9	99.1	0		0	0	0	
PHF	.000	.600	.689	.669	.000	.563	.659	.731	.250	.628	.000	.619	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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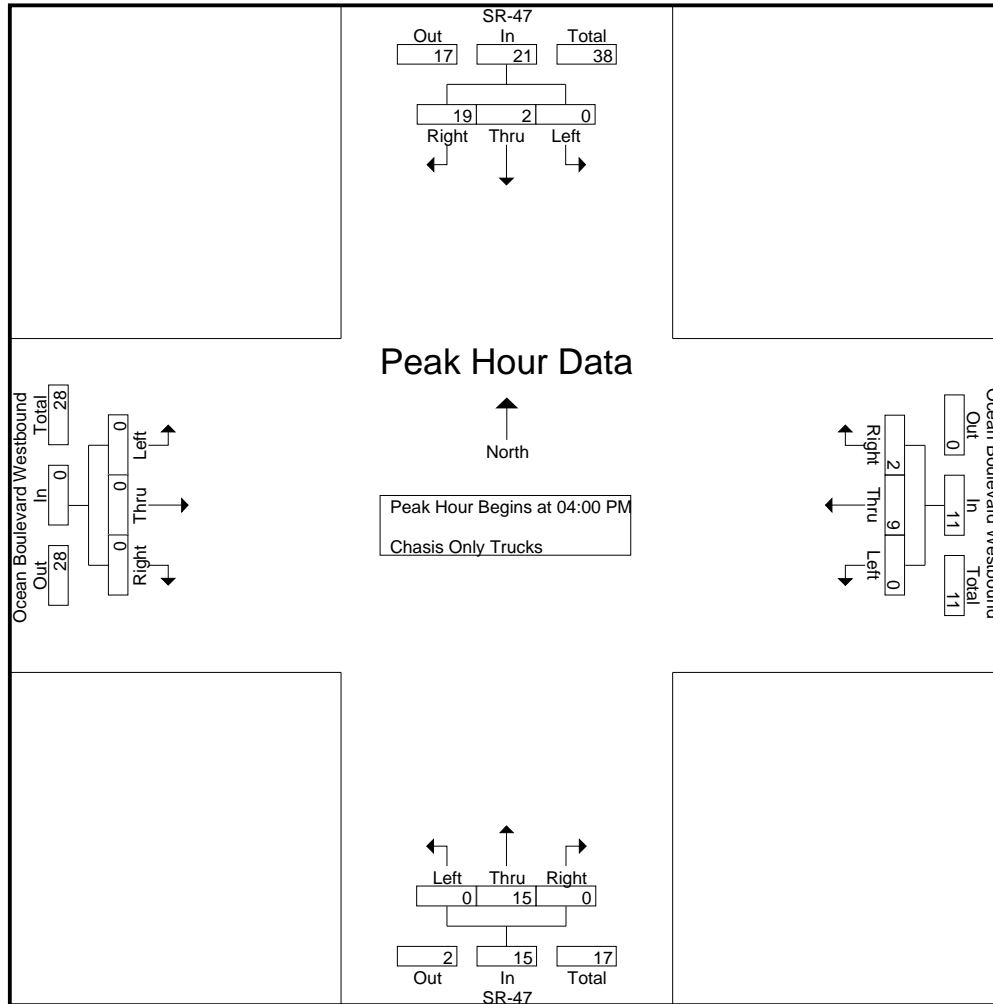
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0	19
04:15 PM	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0	16
04:30 PM	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0	8
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0	47
05:00 PM	0	0	6	6	0	0	2	2	0	1	0	1	0	0	0	0	9
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	4	4	0	1	1	2	0	1	0	1	0	0	0	0	7
05:45 PM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	1	13	14	0	1	3	4	0	2	0	2	0	0	0	0	20
Grand Total	0	3	32	35	0	10	5	15	0	17	0	17	0	0	0	0	67
Apprch %	0	8.6	91.4		0	66.7	33.3		0	100	0		0	0	0		
Total %	0	4.5	47.8	52.2	0	14.9	7.5	22.4	0	25.4	0	25.4	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0	19
04:15 PM	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0	16
04:30 PM	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0	8
04:45 PM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	4
Total Volume	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0	47
% App. Total	0	9.5	90.5		0	81.8	18.2		0	100	0		0	0	0		
PHF	.000	.500	.679	.656	.000	.375	.500	.393	.000	.625	.000	.625	.000	.000	.000	.000	.618

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	7	7	0	6	1	7	0	5	0	5	0	0	0	0
+15 mins.	0	1	7	8	0	2	0	2	0	6	0	6	0	0	0	0
+30 mins.	0	1	2	3	0	0	1	1	0	4	0	4	0	0	0	0
+45 mins.	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	2	19	21	0	9	2	11	0	15	0	15	0	0	0	0
% App. Total	0	9.5	90.5		0	81.8	18.2		0	100	0		0	0	0	
PHF	.000	.500	.679	.656	.000	.375	.500	.393	.000	.625	.000	.625	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

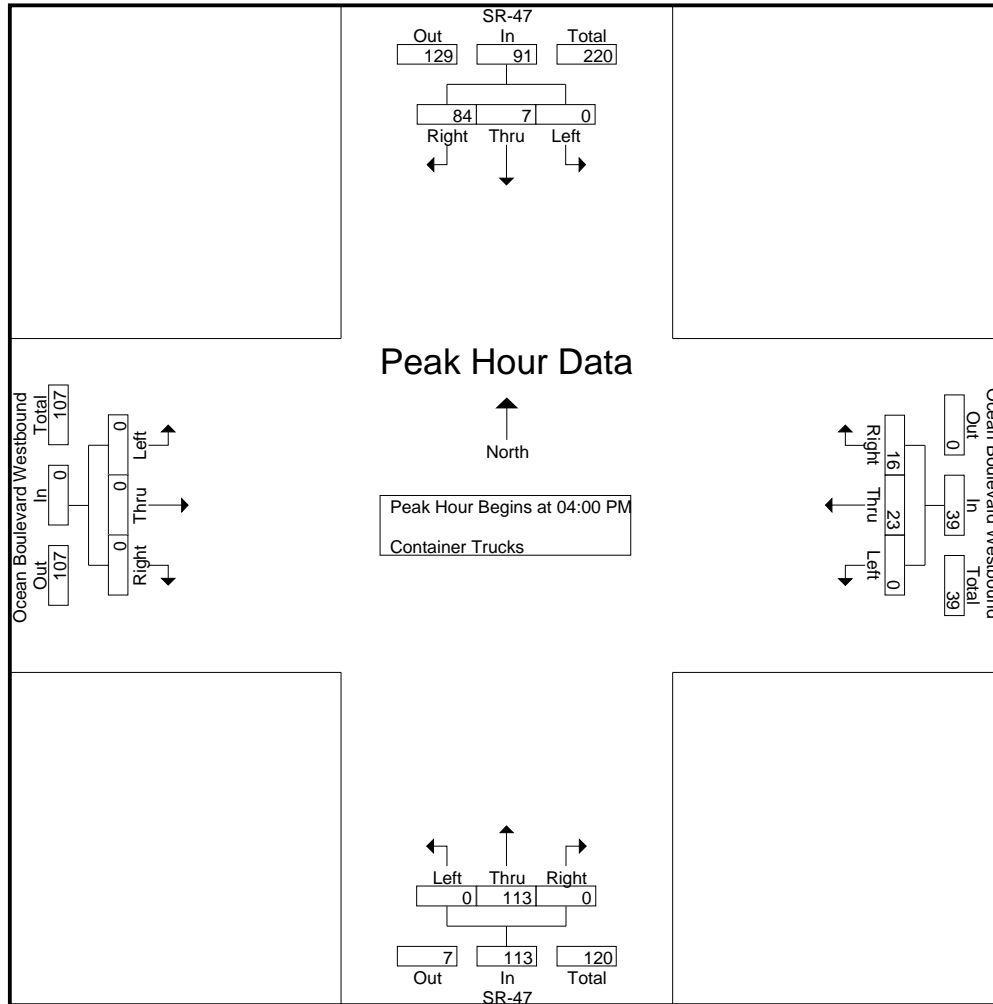
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0	70
04:15 PM	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0	74
04:30 PM	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0	55
04:45 PM	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0	44
Total	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0	243
05:00 PM	0	3	27	30	0	2	0	2	0	6	0	6	0	0	0	0	38
05:15 PM	0	4	27	31	0	5	0	5	0	16	0	16	0	0	0	0	52
05:30 PM	0	2	30	32	0	5	0	5	1	11	0	12	0	0	0	0	49
05:45 PM	0	3	31	34	0	1	0	1	0	11	0	11	0	0	0	0	46
Total	0	12	115	127	0	13	0	13	1	44	0	45	0	0	0	0	185
Grand Total	0	19	199	218	0	36	16	52	1	157	0	158	0	0	0	0	428
Apprch %	0	8.7	91.3		0	69.2	30.8		0.6	99.4	0		0	0	0		
Total %	0	4.4	46.5	50.9	0	8.4	3.7	12.1	0.2	36.7	0	36.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0	70
04:15 PM	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0	74
04:30 PM	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0	55
04:45 PM	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0	44
Total Volume	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0	243
% App. Total	0	7.7	92.3		0	59	41		0	100	0		0	0	0		
PHF	.000	.583	.913	.910	.000	.821	.571	.813	.000	.642	.000	.642	.000	.000	.000	.000	.821

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	18	19	0	5	2	7	0	44	0	44	0	0	0	0
+15 mins.	0	3	21	24	0	7	2	9	0	41	0	41	0	0	0	0
+30 mins.	0	0	23	23	0	5	7	12	0	20	0	20	0	0	0	0
+45 mins.	0	3	22	25	0	6	5	11	0	8	0	8	0	0	0	0
Total Volume	0	7	84	91	0	23	16	39	0	113	0	113	0	0	0	0
% App. Total	0	7.7	92.3		0	59	41		0	100	0		0	0	0	
PHF	.000	.583	.913	.910	.000	.821	.571	.813	.000	.642	.000	.642	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

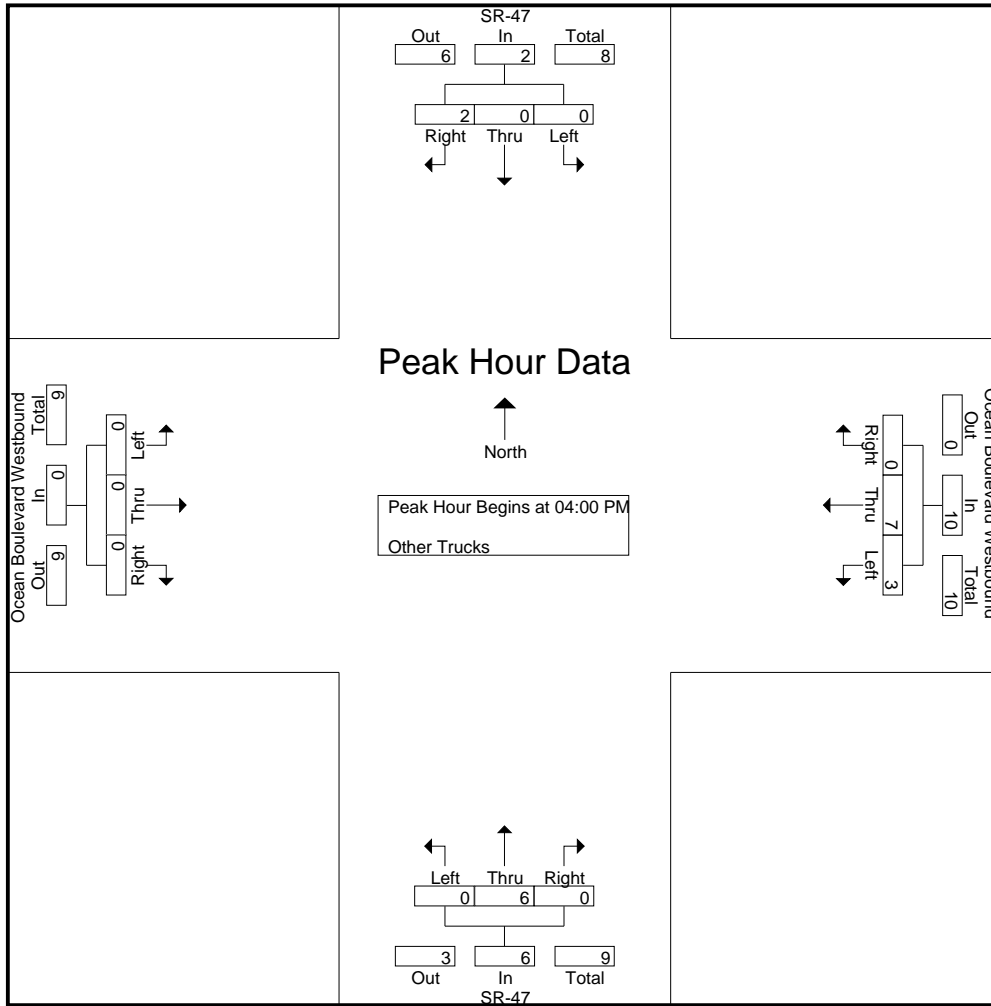
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0	7
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0	18
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	1	2	1	4	0	0	0	0	0	0	0	0	4
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	2	2	1	5	0	1	0	1	0	0	0	0	8
Grand Total	0	2	2	4	5	9	1	15	0	7	0	7	0	0	0	0	26
Apprch %	0	50	50		33.3	60	6.7		0	100	0		0	0	0		
Total %	0	7.7	7.7	15.4	19.2	34.6	3.8	57.7	0	26.9	0	26.9	0	0	0	0	

Start Time	SR-47 Southbound				Ocean Boulevard Westbound Westbound				SR-47 Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0	5
04:15 PM	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0	7
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0	5
Total Volume	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0	18
% App. Total	0	0	100		30	70	0		0	100	0		0	0	0		
PHF	.000	.000	.500	.500	.750	.438	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000	.643

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBC47OCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	3	0	3	0	0	0	0
+15 mins.	0	0	1	1	1	2	0	3	0	3	0	3	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	0
Total Volume	0	0	2	2	3	7	0	10	0	6	0	6	0	0	0	0
% App. Total	0	0	100		30	70	0		0	100	0		0	0	0	
PHF	.000	.000	.500	.500	.750	.438	.000	.500	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

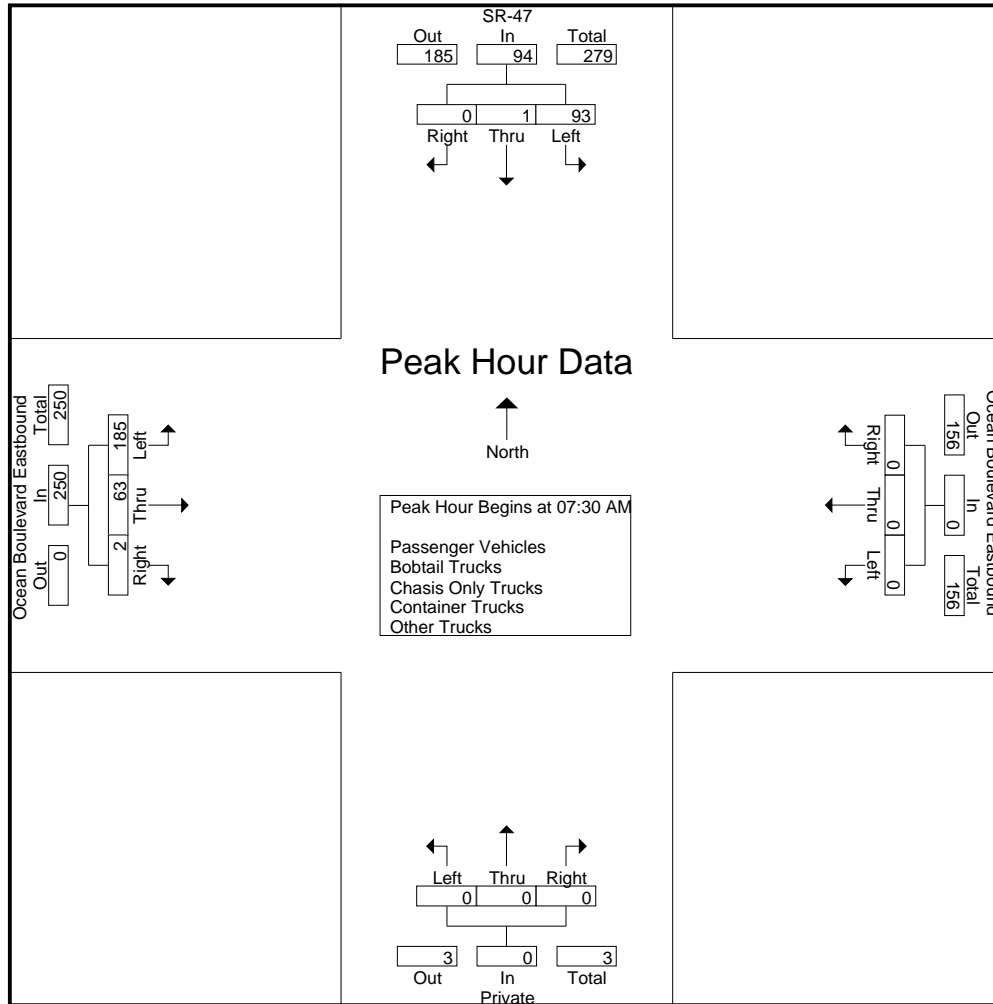
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	1	0	14	0	0	0	0	0	0	0	0	26	15	0	41	55
07:15 AM	35	4	0	39	0	0	0	0	0	0	1	1	29	15	1	45	85
07:30 AM	28	1	0	29	0	0	0	0	0	0	0	0	65	16	0	81	110
07:45 AM	21	0	0	21	0	0	0	0	0	0	0	0	44	16	1	61	82
Total	97	6	0	103	0	0	0	0	0	0	1	1	164	62	2	228	332
08:00 AM	17	0	0	17	0	0	0	0	0	0	0	0	32	17	0	49	66
08:15 AM	27	0	0	27	0	0	0	0	0	0	0	0	44	14	1	59	86
08:30 AM	20	0	0	20	0	0	0	0	0	0	0	0	39	19	0	58	78
08:45 AM	19	0	0	19	0	0	0	0	0	0	0	0	52	28	0	80	99
Total	83	0	0	83	0	0	0	0	0	0	0	0	167	78	1	246	329
Grand Total	180	6	0	186	0	0	0	0	0	0	1	1	331	140	3	474	661
Apprch %	96.8	3.2	0		0	0	0		0	0	100		69.8	29.5	0.6		
Total %	27.2	0.9	0	28.1	0	0	0	0	0	0	0.2	0.2	50.1	21.2	0.5	71.7	
Passenger Vehicles	107	6	0	113	0	0	0	0	0	0	1	1	218	63	0	281	395
% Passenger Vehicles	59.4	100	0	60.8	0	0	0	0	0	0	100	100	65.9	45	0	59.3	59.8
Bobtail Trucks	29	0	0	29	0	0	0	0	0	0	0	0	58	23	3	84	113
% Bobtail Trucks	16.1	0	0	15.6	0	0	0	0	0	0	0	0	17.5	16.4	100	17.7	17.1
Chasis Only Trucks	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
% Chasis Only Trucks	2.8	0	0	2.7	0	0	0	0	0	0	0	0	3.3	0	0	2.3	2.4
Container Trucks	25	0	0	25	0	0	0	0	0	0	0	0	33	28	0	61	86
% Container Trucks	13.9	0	0	13.4	0	0	0	0	0	0	0	0	10	20	0	12.9	13
Other Trucks	14	0	0	14	0	0	0	0	0	0	0	0	11	26	0	37	51
% Other Trucks	7.8	0	0	7.5	0	0	0	0	0	0	0	0	3.3	18.6	0	7.8	7.7

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	28	1	0	29	0	0	0	0	0	0	0	0	65	16	0	81	110
07:45 AM	21	0	0	21	0	0	0	0	0	0	0	0	44	16	1	61	82
08:00 AM	17	0	0	17	0	0	0	0	0	0	0	0	32	17	0	49	66
08:15 AM	27	0	0	27	0	0	0	0	0	0	0	0	44	14	1	59	86
Total Volume	93	1	0	94	0	0	0	0	0	0	0	0	185	63	2	250	344
% App. Total	98.9	1.1	0		0	0	0		0	0	0		74	25.2	0.8		
PHF	.830	.250	.000	.810	.000	.000	.000	.000	.000	.000	.000	.000	.712	.926	.500	.772	.782

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:30 AM			
+0 mins.	35	4	0	39	0	0	0	0	0	0	0	0	65	16	0	81
+15 mins.	28	1	0	29	0	0	0	0	0	0	1	1	44	16	1	61
+30 mins.	21	0	0	21	0	0	0	0	0	0	0	0	32	17	0	49
+45 mins.	17	0	0	17	0	0	0	0	0	0	0	0	44	14	1	59
Total Volume	101	5	0	106	0	0	0	0	0	0	1	1	185	63	2	250
% App. Total	95.3	4.7	0		0	0	0		0	0	100		74	25.2	0.8	
PHF	.721	.313	.000	.679	.000	.000	.000	.000	.000	.000	.250	.250	.712	.926	.500	.772

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

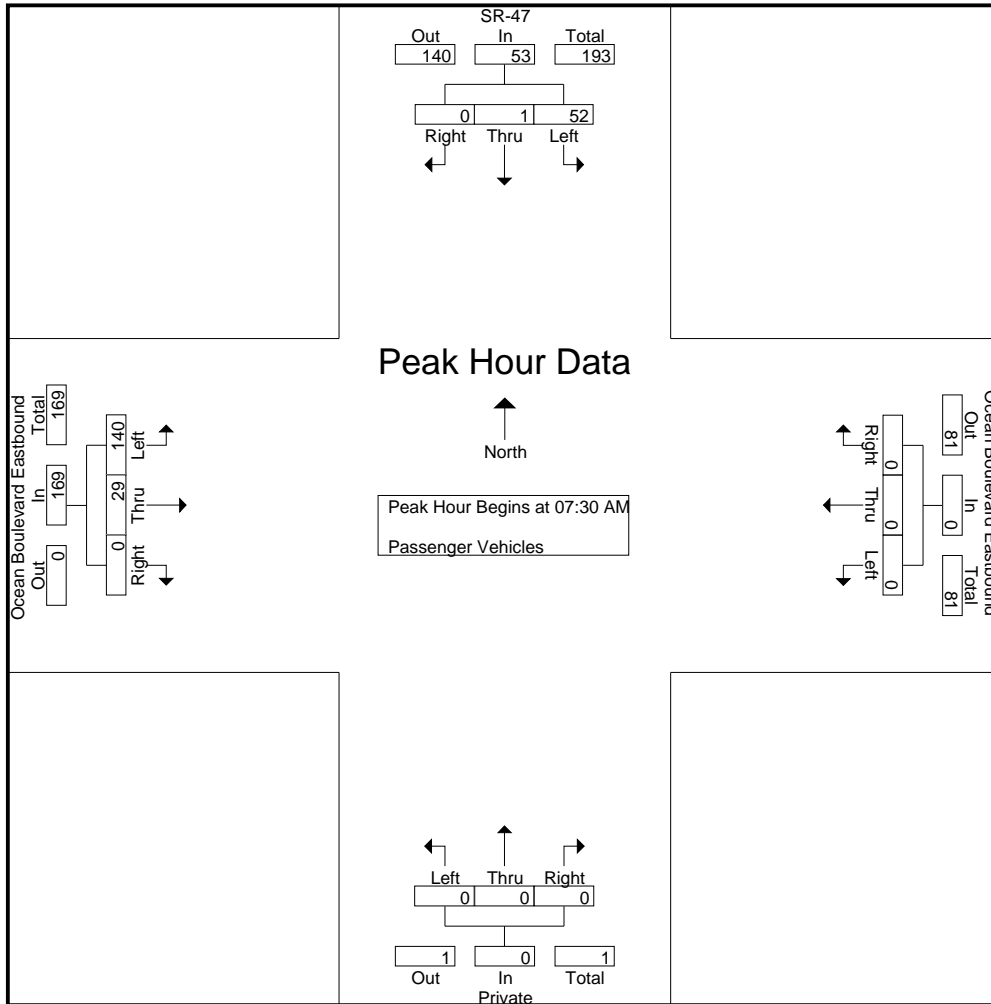
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	1	0	10	0	0	0	0	0	0	0	0	24	12	0	36	46
07:15 AM	33	4	0	37	0	0	0	0	0	0	1	1	15	11	0	26	64
07:30 AM	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59	78
07:45 AM	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44	60
Total	76	6	0	82	0	0	0	0	0	0	1	1	123	42	0	165	248
08:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35	39
08:15 AM	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31	45
08:30 AM	6	0	0	6	0	0	0	0	0	0	0	0	18	5	0	23	29
08:45 AM	7	0	0	7	0	0	0	0	0	0	0	0	21	6	0	27	34
Total	31	0	0	31	0	0	0	0	0	0	0	0	95	21	0	116	147
Grand Total	107	6	0	113	0	0	0	0	0	0	1	1	218	63	0	281	395
Apprch %	94.7	5.3	0		0	0	0		0	0	100		77.6	22.4	0		
Total %	27.1	1.5	0	28.6	0	0	0	0	0	0	0.3	0.3	55.2	15.9	0	71.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59	78
07:45 AM	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44	60
08:00 AM	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35	39
08:15 AM	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31	45
Total Volume	52	1	0	53	0	0	0	0	0	0	0	0	140	29	0	169	222
% App. Total	98.1	1.9	0		0	0	0		0	0	0		82.8	17.2	0		
PHF	.722	.250	.000	.697	.000	.000	.000	.000	.000	.000	.000	.000	.761	.558	.000	.716	.712

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	18	1	0	19	0	0	0	0	0	0	0	0	46	13	0	59
+15 mins.	16	0	0	16	0	0	0	0	0	0	0	0	38	6	0	44
+30 mins.	4	0	0	4	0	0	0	0	0	0	0	0	28	7	0	35
+45 mins.	14	0	0	14	0	0	0	0	0	0	0	0	28	3	0	31
Total Volume	52	1	0	53	0	0	0	0	0	0	0	0	140	29	0	169
% App. Total	98.1	1.9	0		0	0	0		0	0	0		82.8	17.2	0	
PHF	.722	.250	.000	.697	.000	.000	.000	.000	.000	.000	.000	.000	.761	.558	.000	.716

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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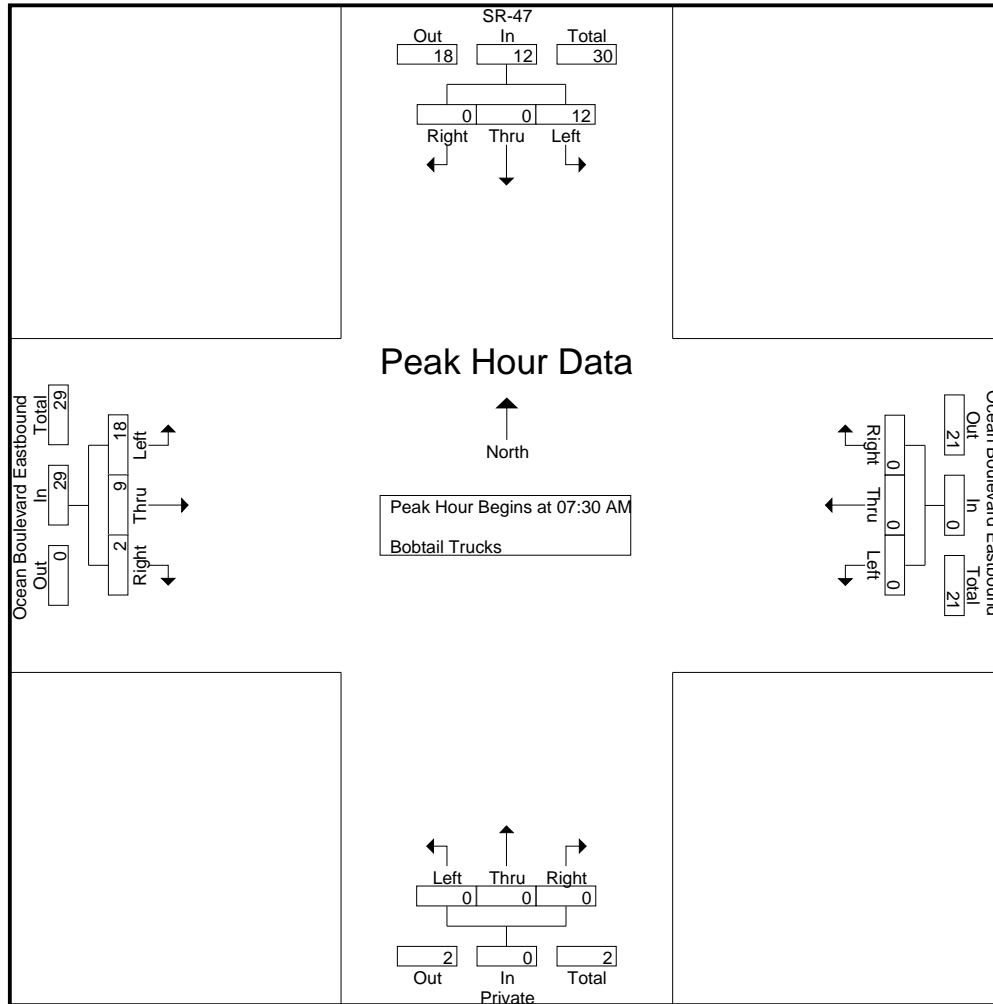
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	4
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	11	3	1	15	16
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7	8
Total	7	0	0	7	0	0	0	0	0	0	0	0	25	8	2	35	42
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4	7
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8	12
08:30 AM	11	0	0	11	0	0	0	0	0	0	0	0	11	1	0	12	23
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	17	8	0	25	29
Total	22	0	0	22	0	0	0	0	0	0	0	0	33	15	1	49	71
Grand Total	29	0	0	29	0	0	0	0	0	0	0	0	58	23	3	84	113
Apprch %	100	0	0		0	0	0		0	0	0		69	27.4	3.6		
Total %	25.7	0	0	25.7	0	0	0	0	0	0	0	0	51.3	20.4	2.7	74.3	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10	14
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7	8
08:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4	7
08:15 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8	12
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	18	9	2	29	41
% App. Total	100	0	0		0	0	0		0	0	0		62.1	31	6.9		
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.450	.750	.500	.725	.732

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	4	0	0	4	0	0	0	0	0	0	0	0	10	0	0	10
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	3	3	1	7
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4
+45 mins.	4	0	0	4	0	0	0	0	0	0	0	0	4	3	1	8
Total Volume	12	0	0	12	0	0	0	0	0	0	0	0	18	9	2	29
% App. Total	100	0	0	100	0	0	0	0	0	0	0	0	62.1	31	6.9	100
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.450	.750	.500	.725

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

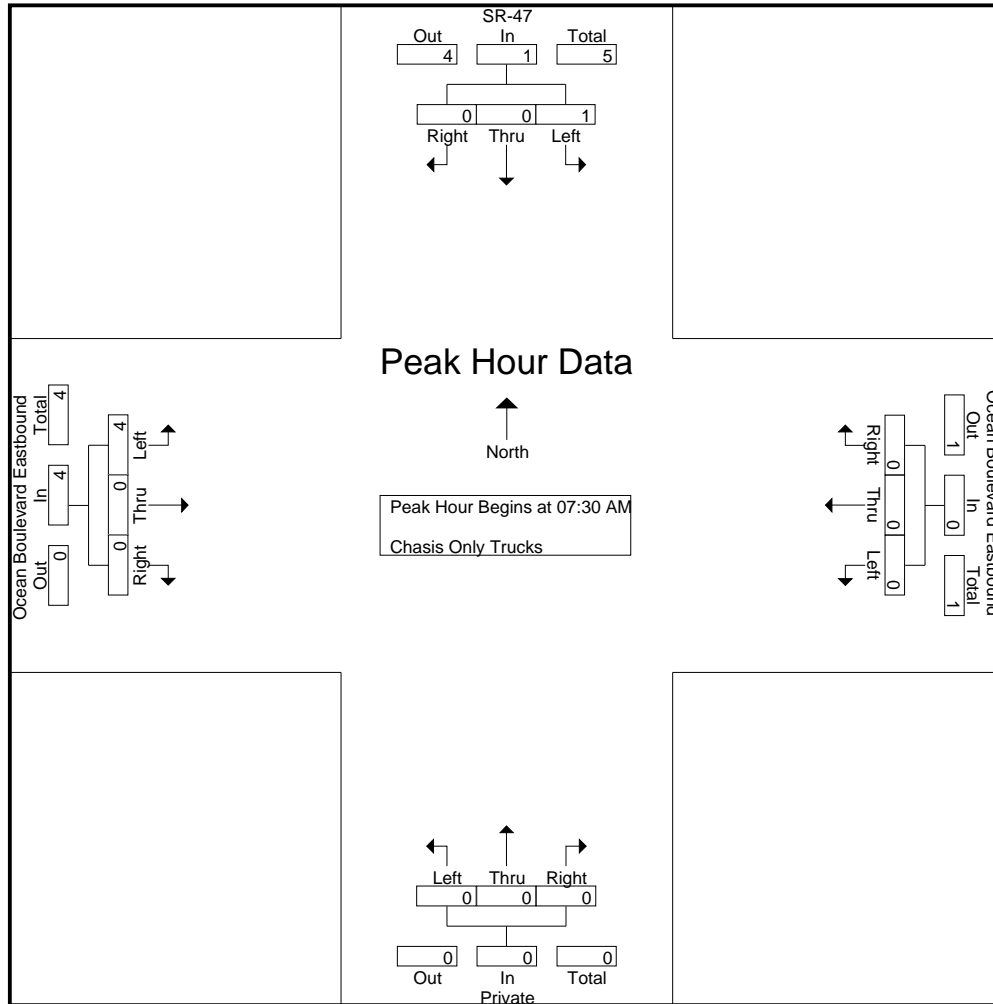
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:45 AM	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
Total	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	13
Grand Total	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	11	16
Apprch %	100	0	0		0	0	0		0	0	0		100	0	0		
Total %	31.2	0	0	31.2	0	0	0	0	0	0	0	0	68.8	0	0	68.8	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
% App. Total	100	0	0		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333	.417

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4
% App. Total	100	0	0	100	0	0	0	0	0	0	0	0	100	0	0	100
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.333	.000	.000	.333

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

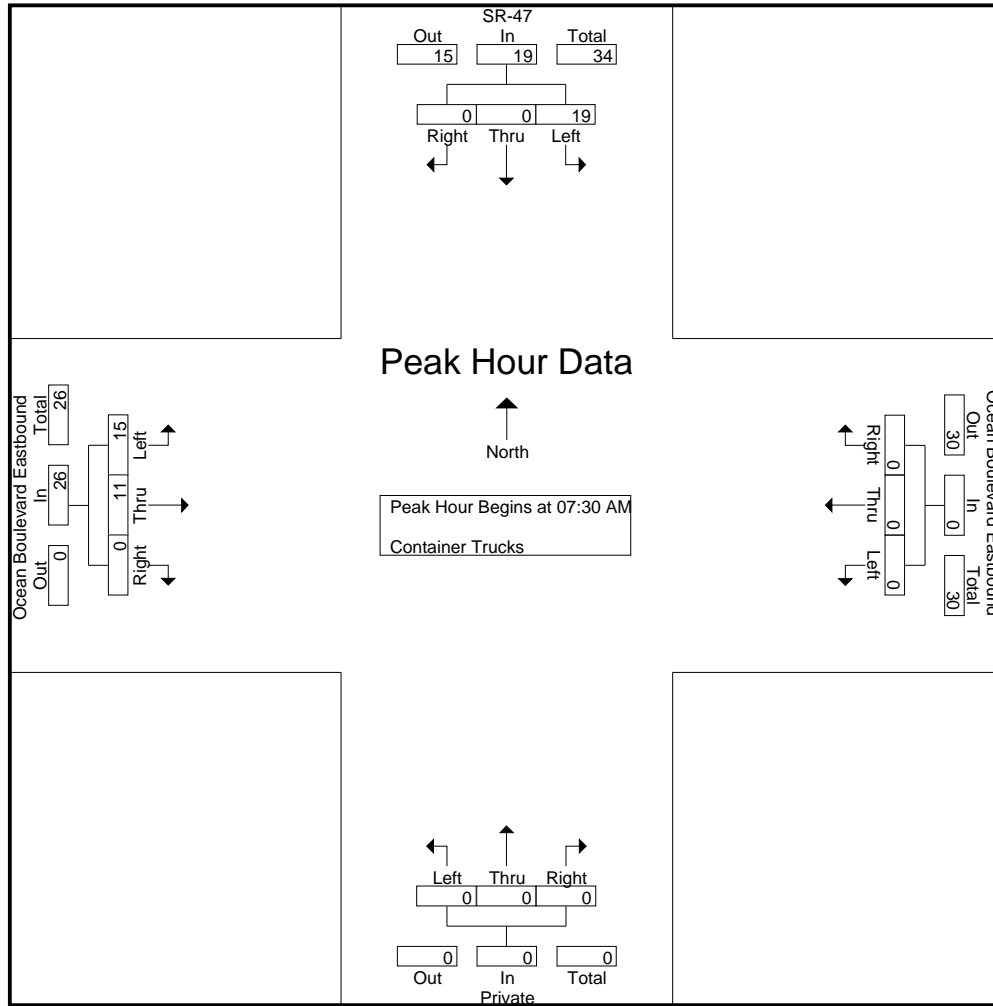
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	1	1	0	2	5
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	5
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	8
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
Total	8	0	0	8	0	0	0	0	0	0	0	0	8	5	0	13	21
08:00 AM	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9	17
08:15 AM	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10	17
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	7	8	0	15	16
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	7	7	0	14	15
Total	17	0	0	17	0	0	0	0	0	0	0	0	25	23	0	48	65
Grand Total	25	0	0	25	0	0	0	0	0	0	0	0	33	28	0	61	86
Apprch %	100	0	0		0	0	0		0	0	0		54.1	45.9	0		
Total %	29.1	0	0	29.1	0	0	0	0	0	0	0	0	38.4	32.6	0	70.9	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	8
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	3
08:00 AM	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9	17
08:15 AM	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10	17
Total Volume	19	0	0	19	0	0	0	0	0	0	0	0	15	11	0	26	45
% App. Total	100	0	0		0	0	0		0	0	0		57.7	42.3	0		
PHF	.594	.000	.000	.594	.000	.000	.000	.000	.000	.000	.000	.000	.469	.458	.000	.650	.662

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2
+30 mins.	8	0	0	8	0	0	0	0	0	0	0	0	3	6	0	9
+45 mins.	7	0	0	7	0	0	0	0	0	0	0	0	8	2	0	10
Total Volume	19	0	0	19	0	0	0	0	0	0	0	0	15	11	0	26
% App. Total	100	0	0		0	0	0		0	0	0		57.7	42.3	0	
PHF	.594	.000	.000	.594	.000	.000	.000	.000	.000	.000	.000	.000	.469	.458	.000	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

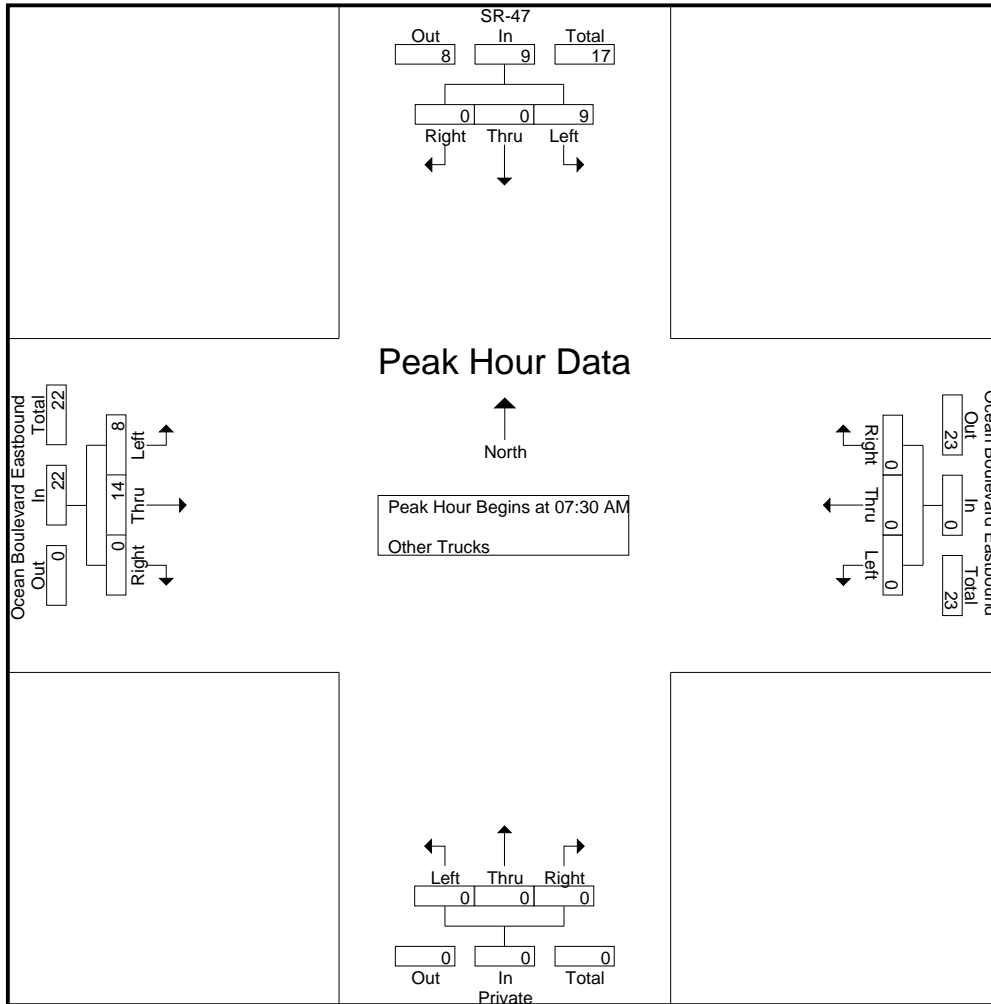
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	4	7
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8	8	11
Total	6	0	0	6	0	0	0	0	0	0	0	0	5	7	0	12	12	18
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9	9	10
08:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	5	0	5	5	7
08:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	7	0	10	10	13
Total	8	0	0	8	0	0	0	0	0	0	0	0	6	19	0	25	25	33
Grand Total	14	0	0	14	0	0	0	0	0	0	0	0	11	26	0	37	37	51
Apprch %	100	0	0		0	0	0		0	0	0		29.7	70.3	0			
Total %	27.5	0	0	27.5	0	0	0	0	0	0	0	0	21.6	51	0	72.5	72.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30 AM																		
07:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	4	7
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8	8	11
08:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
08:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9	9	10
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	8	14	0	22	22	31
% App. Total	100	0	0		0	0	0		0	0	0		36.4	63.6	0			
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.667	.583	.000	.611	.611	.705

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	2	6	0	8
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	3	6	0	9
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	8	14	0	22
% App. Total	100	0	0		0	0	0		0	0	0		36.4	63.6	0	
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.667	.583	.000	.611

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

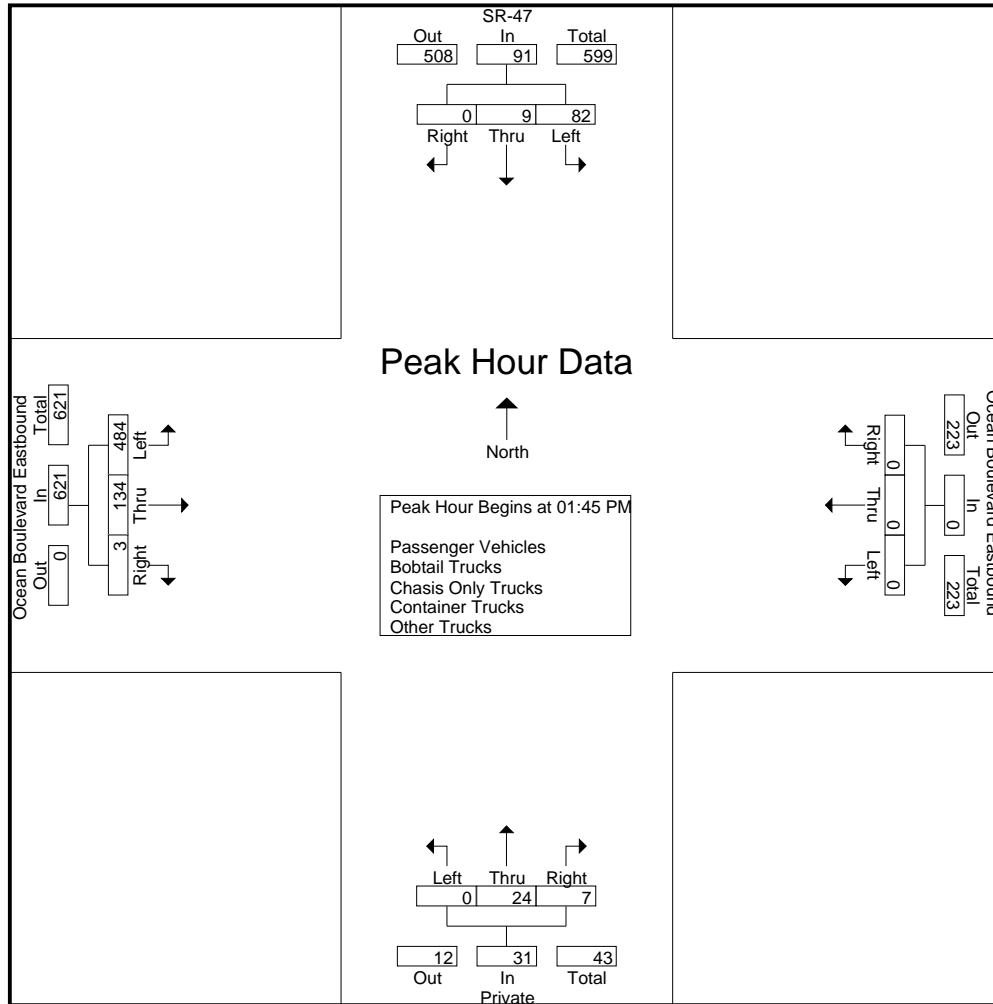
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	29	2	0	31	0	0	0	0	0	0	1	1	65	24	0	89	121
01:15 PM	19	4	0	23	0	0	0	0	0	2	3	5	63	36	0	99	127
01:30 PM	26	5	0	31	0	0	0	0	0	1	2	3	86	30	1	117	151
01:45 PM	23	0	0	23	0	0	0	0	0	7	1	8	114	35	2	151	182
Total	97	11	0	108	0	0	0	0	0	10	7	17	328	125	3	456	581
02:00 PM	26	5	0	31	0	0	0	0	0	7	4	11	127	27	1	155	197
02:15 PM	24	3	0	27	0	0	0	0	0	10	2	12	116	40	0	156	195
02:30 PM	9	1	0	10	0	0	0	0	0	0	0	0	127	32	0	159	169
02:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	121	19	28	168	174
Total	65	9	0	74	0	0	0	0	0	17	6	23	491	118	29	638	735
Grand Total	162	20	0	182	0	0	0	0	0	27	13	40	819	243	32	1094	1316
Apprch %	89	11	0		0	0	0		0	67.5	32.5		74.9	22.2	2.9		
Total %	12.3	1.5	0	13.8	0	0	0	0	0	2.1	1	3	62.2	18.5	2.4	83.1	
Passenger Vehicles	54	16	0	70	0	0	0	0	0	17	11	28	199	63	3	265	363
% Passenger Vehicles	33.3	80	0	38.5	0	0	0	0	0	63	84.6	70	24.3	25.9	9.4	24.2	27.6
Bobtail Trucks	29	2	0	31	0	0	0	0	0	6	2	8	229	89	0	318	357
% Bobtail Trucks	17.9	10	0	17	0	0	0	0	0	22.2	15.4	20	28	36.6	0	29.1	27.1
Chasis Only Trucks	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
% Chasis Only Trucks	9.9	0	0	8.8	0	0	0	0	0	3.7	0	2.5	23.3	15.6	43.8	22.2	19.8
Container Trucks	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
% Container Trucks	9.9	0	0	8.8	0	0	0	0	0	3.7	0	2.5	23.3	15.6	43.8	22.2	19.8
Other Trucks	47	2	0	49	0	0	0	0	0	2	0	2	9	15	1	25	76
% Other Trucks	29	10	0	26.9	0	0	0	0	0	7.4	0	5	1.1	6.2	3.1	2.3	5.8

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	23	0	0	23	0	0	0	0	0	7	1	8	114	35	2	151	182
02:00 PM	26	5	0	31	0	0	0	0	0	7	4	11	127	27	1	155	197
02:15 PM	24	3	0	27	0	0	0	0	0	10	2	12	116	40	0	156	195
02:30 PM	9	1	0	10	0	0	0	0	0	0	0	0	127	32	0	159	169
Total Volume	82	9	0	91	0	0	0	0	0	24	7	31	484	134	3	621	743
% App. Total	90.1	9.9	0		0	0	0		0	77.4	22.6		77.9	21.6	0.5		
PHF	.788	.450	.000	.734	.000	.000	.000	.000	.000	.600	.438	.646	.953	.838	.375	.976	.943

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:30 PM				01:00 PM				01:30 PM				02:00 PM			
+0 mins.	26	5	0	31	0	0	0	0	0	1	2	3	127	27	1	155
+15 mins.	23	0	0	23	0	0	0	0	0	7	1	8	116	40	0	156
+30 mins.	26	5	0	31	0	0	0	0	0	7	4	11	127	32	0	159
+45 mins.	24	3	0	27	0	0	0	0	0	10	2	12	121	19	28	168
Total Volume	99	13	0	112	0	0	0	0	0	25	9	34	491	118	29	638
% App. Total	88.4	11.6	0		0	0	0		0	73.5	26.5		77	18.5	4.5	
PHF	.952	.650	.000	.903	.000	.000	.000	.000	.000	.625	.563	.708	.967	.738	.259	.949

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

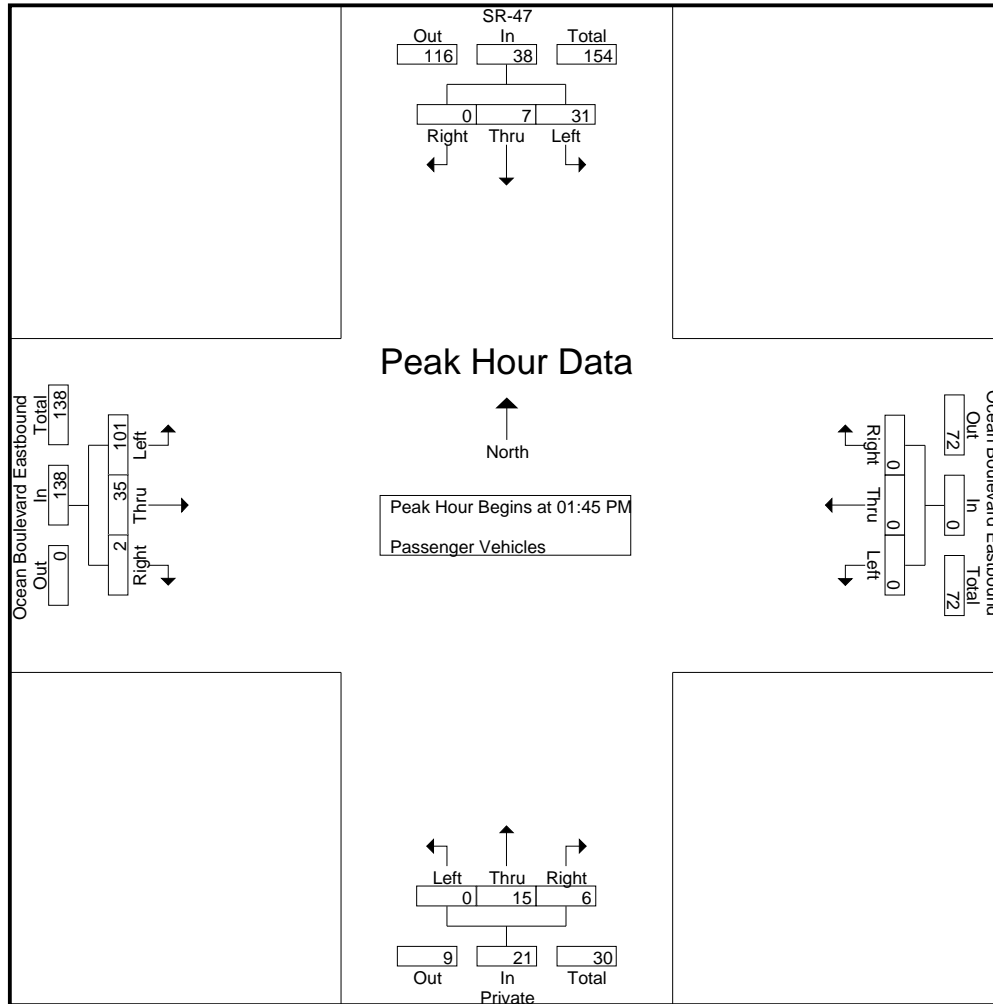
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	7	2	0	9	0	0	0	0	0	0	1	1	17	8	0	25	35
01:15 PM	7	4	0	11	0	0	0	0	0	2	2	4	22	6	0	28	43
01:30 PM	9	3	0	12	0	0	0	0	0	0	2	2	20	8	1	29	43
01:45 PM	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31	41
Total	30	9	0	39	0	0	0	0	0	4	6	10	77	33	3	113	162
02:00 PM	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29	52
02:15 PM	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42	65
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36	39
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	39	6	0	45	45
Total	24	7	0	31	0	0	0	0	0	13	5	18	122	30	0	152	201
Grand Total	54	16	0	70	0	0	0	0	0	17	11	28	199	63	3	265	363
Apprch %	77.1	22.9	0		0	0	0		0	60.7	39.3		75.1	23.8	1.1		
Total %	14.9	4.4	0	19.3	0	0	0	0	0	4.7	3	7.7	54.8	17.4	0.8	73	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31	41
02:00 PM	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29	52
02:15 PM	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42	65
02:30 PM	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36	39
Total Volume	31	7	0	38	0	0	0	0	0	15	6	21	101	35	2	138	197
% App. Total	81.6	18.4	0		0	0	0		0	71.4	28.6		73.2	25.4	1.4		
PHF	.705	.350	.000	.633	.000	.000	.000	.000	.000	.469	.500	.525	.789	.795	.250	.821	.758

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	7	0	0	7	0	0	0	0	0	2	1	3	18	11	2	31
+15 mins.	10	5	0	15	0	0	0	0	0	5	3	8	23	6	0	29
+30 mins.	11	2	0	13	0	0	0	0	0	8	2	10	32	10	0	42
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	28	8	0	36
Total Volume	31	7	0	38	0	0	0	0	0	15	6	21	101	35	2	138
% App. Total	81.6	18.4	0		0	0	0		0	71.4	28.6		73.2	25.4	1.4	
PHF	.705	.350	.000	.633	.000	.000	.000	.000	.000	.469	.500	.525	.789	.795	.250	.821

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

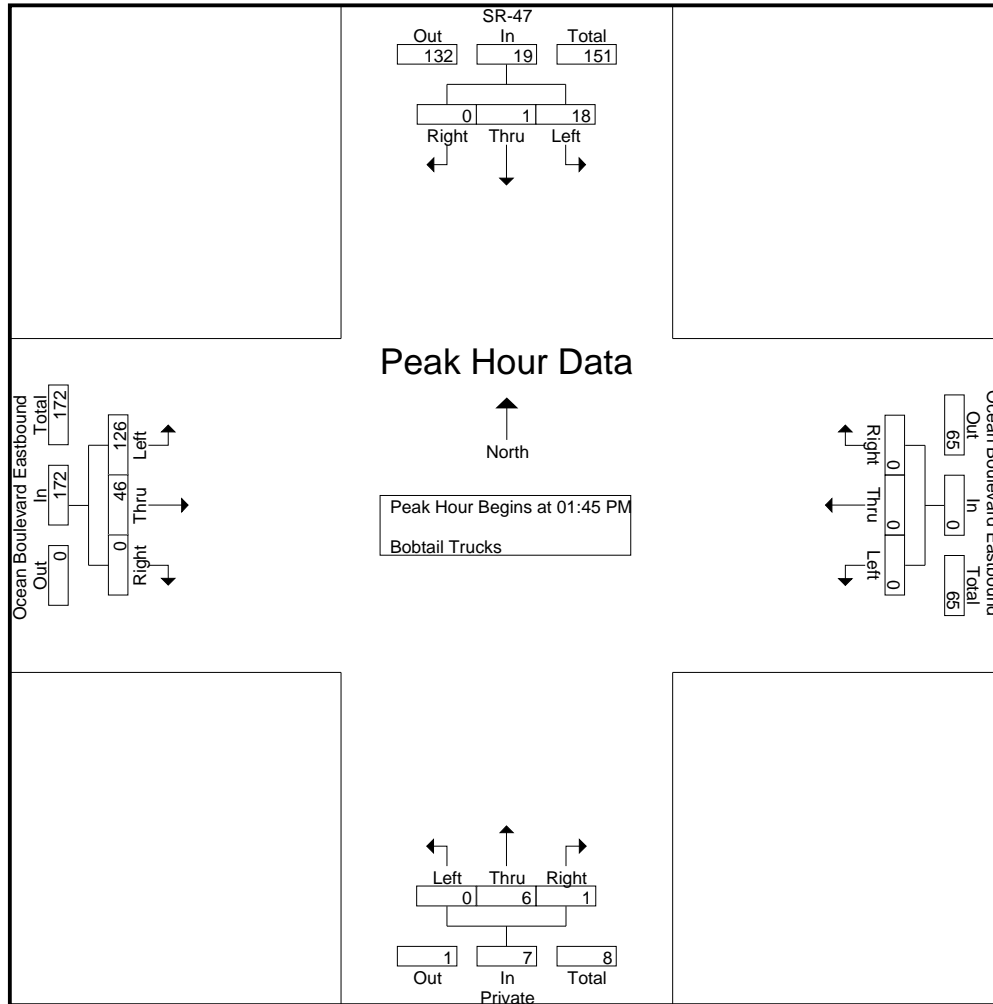
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	17	3	0	20	24
01:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	21	19	0	40	43
01:30 PM	5	1	0	6	0	0	0	0	0	0	0	0	29	8	0	37	43
01:45 PM	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41	53
Total	20	1	0	21	0	0	0	0	0	3	1	4	98	40	0	138	163
02:00 PM	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39	47
02:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49	54
02:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43	44
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	36	13	0	49	49
Total	9	1	0	10	0	0	0	0	0	3	1	4	131	49	0	180	194
Grand Total	29	2	0	31	0	0	0	0	0	6	2	8	229	89	0	318	357
Apprch %	93.5	6.5	0		0	0	0		0	75	25		72	28	0		
Total %	8.1	0.6	0	8.7	0	0	0	0	0	1.7	0.6	2.2	64.1	24.9	0	89.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41	53
02:00 PM	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39	47
02:15 PM	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49	54
02:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43	44
Total Volume	18	1	0	19	0	0	0	0	0	6	1	7	126	46	0	172	198
% App. Total	94.7	5.3	0		0	0	0		0	85.7	14.3		73.3	26.7	0		
PHF	.500	.250	.000	.528	.000	.000	.000	.000	.000	.500	.250	.583	.900	.821	.000	.878	.917

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	9	0	0	9	0	0	0	0	0	3	0	3	31	10	0	41
+15 mins.	5	0	0	5	0	0	0	0	0	2	1	3	26	13	0	39
+30 mins.	4	0	0	4	0	0	0	0	0	1	0	1	35	14	0	49
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	34	9	0	43
Total Volume	18	1	0	19	0	0	0	0	0	6	1	7	126	46	0	172
% App. Total	94.7	5.3	0		0	0	0		0	85.7	14.3		73.3	26.7	0	
PHF	.500	.250	.000	.528	.000	.000	.000	.000	.000	.500	.250	.583	.900	.821	.000	.878

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

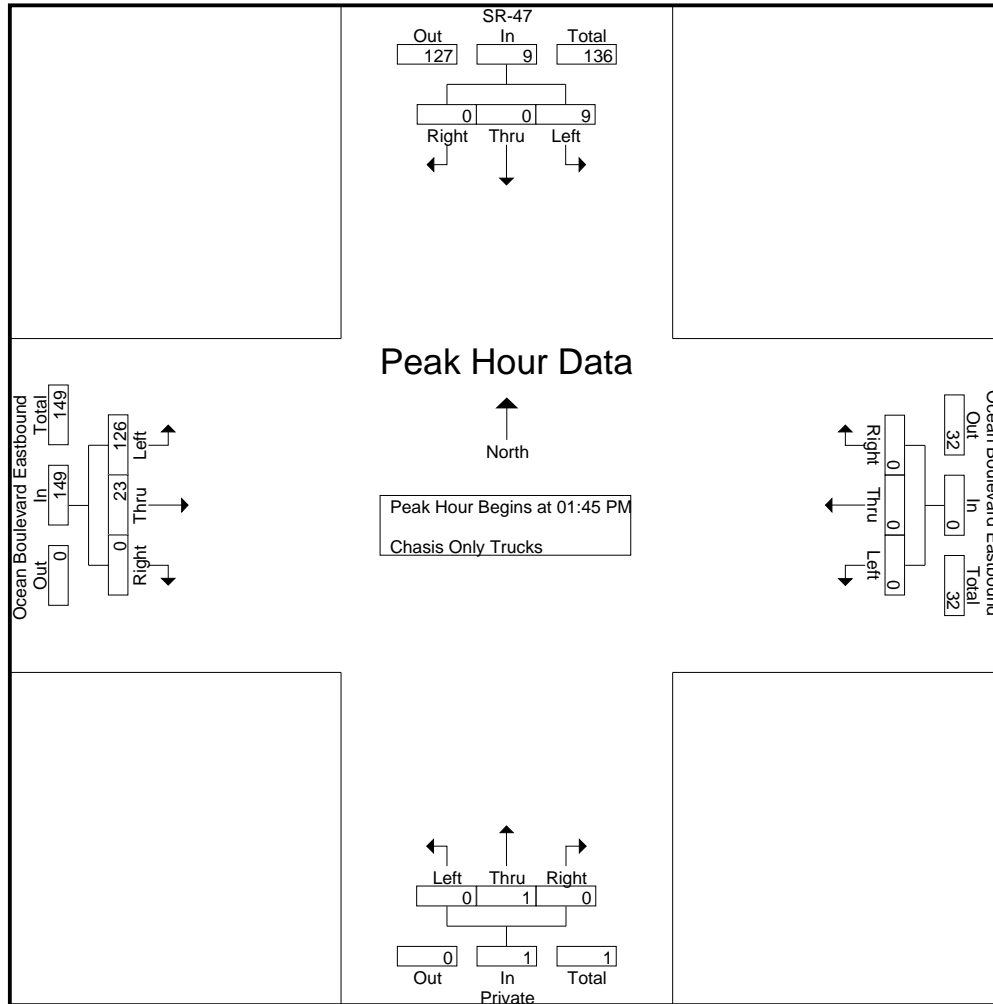
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	15	6	0	21	25
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	9	5	0	14	15
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	18	4	0	22	24
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
Total	9	0	0	9	0	0	0	0	0	1	0	1	74	22	0	96	106
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	14	37	37
Total	7	0	0	7	0	0	0	0	0	0	0	0	117	16	14	147	154
Grand Total	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
Apprch %	100	0	0		0	0	0		0	100	0		78.6	15.6	5.8		
Total %	6.2	0	0	6.2	0	0	0	0	0	0.4	0	0.4	73.5	14.6	5.4	93.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149	159
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0		
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909	.883

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC470CEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0	
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

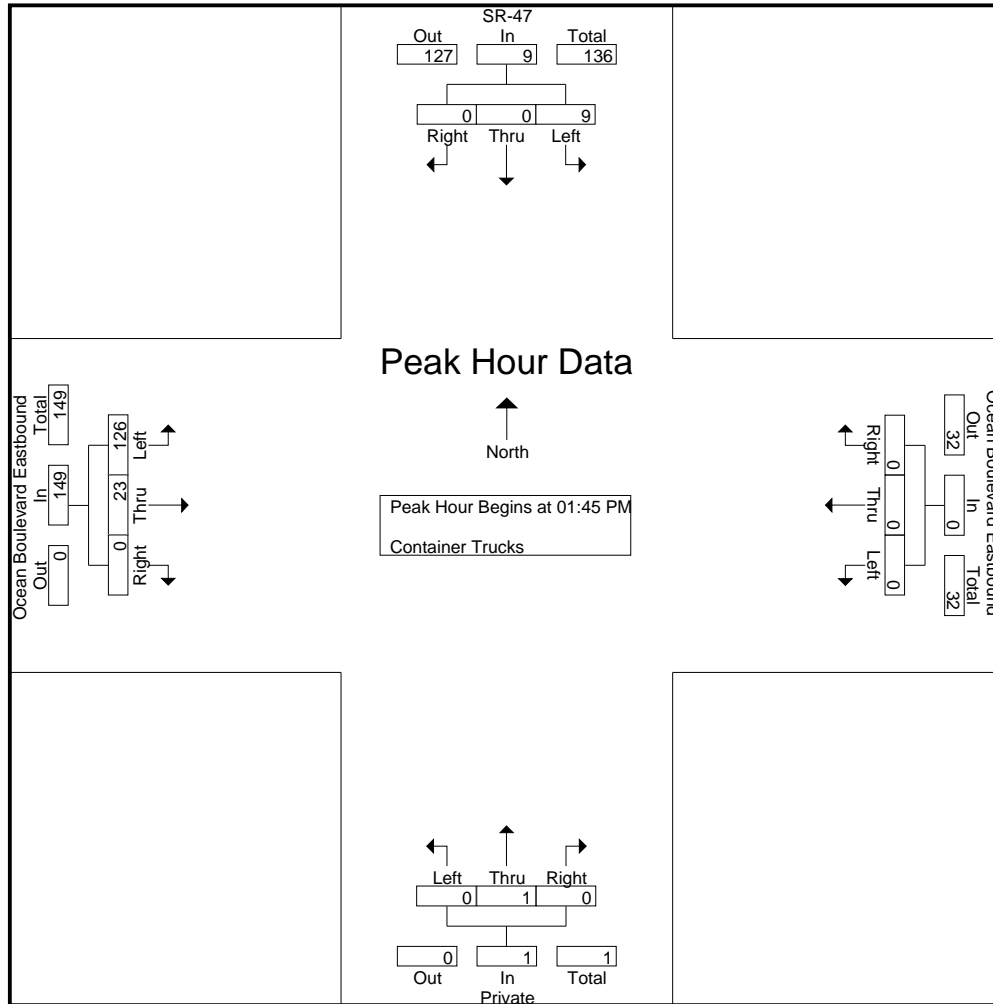
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	15	6	0	21	25
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	9	5	0	14	15
01:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	18	4	0	22	24
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
Total	9	0	0	9	0	0	0	0	0	1	0	1	74	22	0	96	106
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	23	0	14	37	37
Total	7	0	0	7	0	0	0	0	0	0	0	0	117	16	14	147	154
Grand Total	16	0	0	16	0	0	0	0	0	1	0	1	191	38	14	243	260
Apprch %	100	0	0		0	0	0		0	100	0		78.6	15.6	5.8		
Total %	6.2	0	0	6.2	0	0	0	0	0	0.4	0	0.4	73.5	14.6	5.4	93.5	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39	42
02:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41	45
02:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31	34
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149	159
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0		
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909	.883

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	1	0	1	32	7	0	39
+15 mins.	4	0	0	4	0	0	0	0	0	0	0	0	38	3	0	41
+30 mins.	3	0	0	3	0	0	0	0	0	0	0	0	24	7	0	31
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	32	6	0	38
Total Volume	9	0	0	9	0	0	0	0	0	1	0	1	126	23	0	149
% App. Total	100	0	0		0	0	0		0	100	0		84.6	15.4	0	
PHF	.563	.000	.000	.563	.000	.000	.000	.000	.000	.250	.000	.250	.829	.821	.000	.909

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

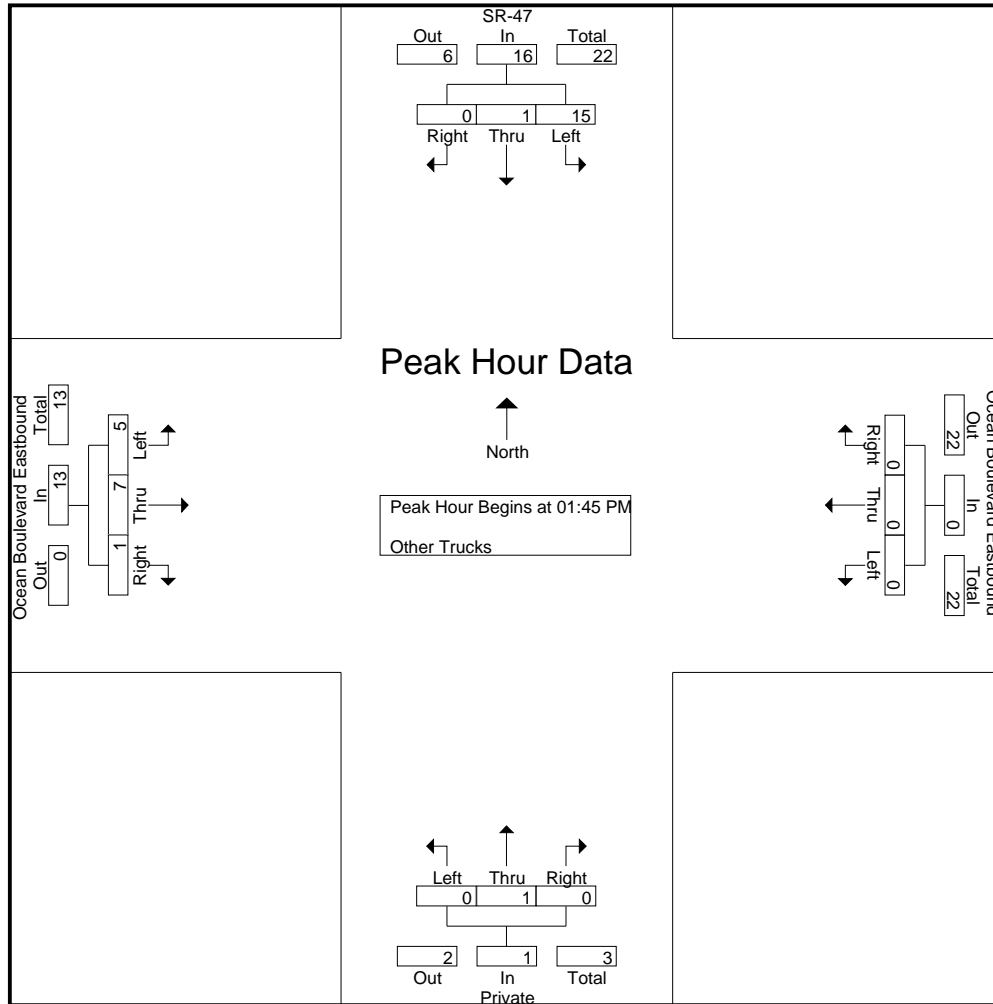
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	10	0	0	10	0	0	0	0	0	0	0	0	1	1	0	2	12
01:15 PM	8	0	0	8	0	0	0	0	0	0	0	0	2	1	0	3	11
01:30 PM	8	1	0	9	0	0	0	0	0	1	0	1	1	6	0	7	17
01:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	29	1	0	30	0	0	0	0	0	1	0	1	5	8	0	13	44
02:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5	8
02:15 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3	8
02:30 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4	10
02:45 PM	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	18	1	0	19	0	0	0	0	0	1	0	1	4	7	1	12	32
Grand Total	47	2	0	49	0	0	0	0	0	2	0	2	9	15	1	25	76
Apprch %	95.9	4.1	0		0	0	0		0	100	0		36	60	4		
Total %	61.8	2.6	0	64.5	0	0	0	0	0	2.6	0	2.6	11.8	19.7	1.3	32.9	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
02:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5	8
02:15 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3	8
02:30 PM	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4	10
Total Volume	15	1	0	16	0	0	0	0	0	1	0	1	5	7	1	13	30
% App. Total	93.8	6.2	0		0	0	0		0	100	0		38.5	53.8	7.7		
PHF	.625	.250	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250	.625	.583	.250	.650	.750

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	2	2	1	5
+30 mins.	3	1	0	4	0	0	0	0	0	1	0	1	1	2	0	3
+45 mins.	6	0	0	6	0	0	0	0	0	0	0	0	1	3	0	4
Total Volume	15	1	0	16	0	0	0	0	0	1	0	1	5	7	1	13
% App. Total	93.8	6.2	0		0	0	0		0	100	0		38.5	53.8	7.7	
PHF	.625	.250	.000	.667	.000	.000	.000	.000	.000	.250	.000	.250	.625	.583	.250	.650

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

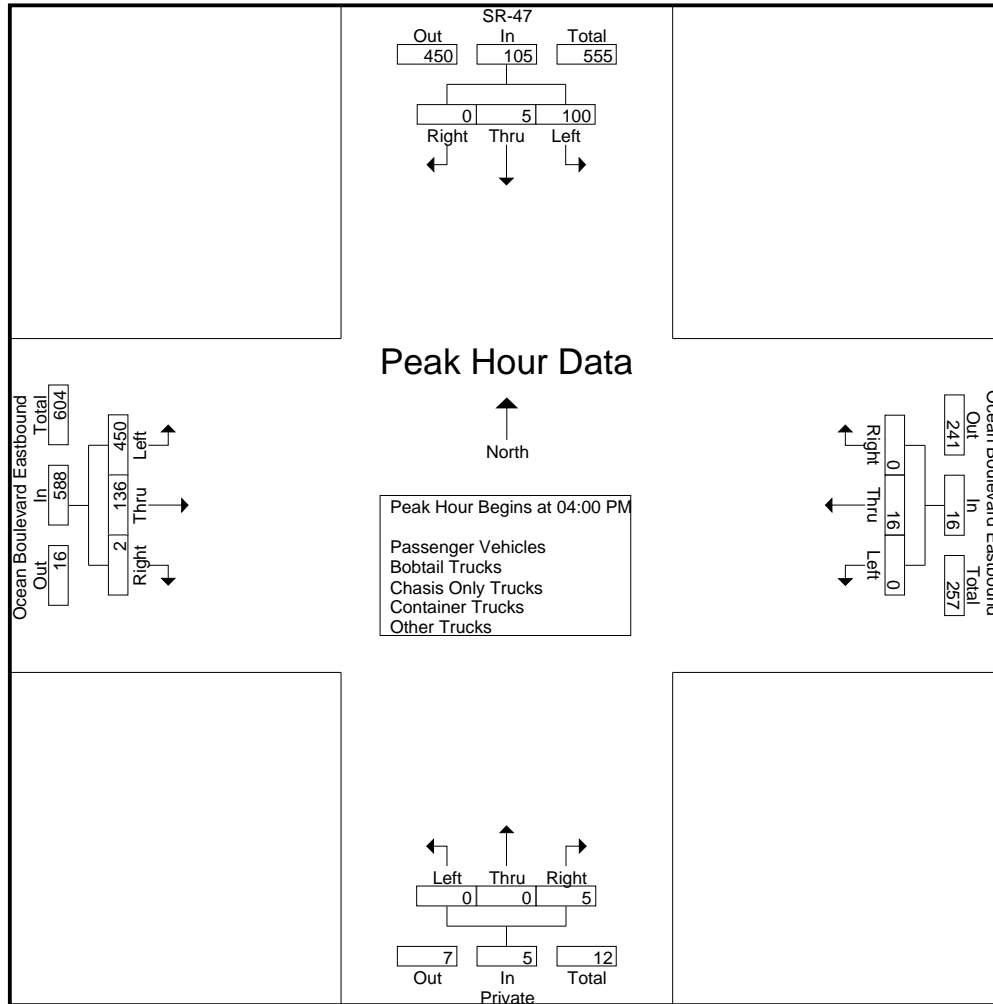
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	11	1	0	12	0	5	0	5	0	0	2	2	138	29	0	167	186
04:15 PM	23	1	0	24	0	6	0	6	0	0	1	1	134	31	0	165	196
04:30 PM	22	0	0	22	0	5	0	5	0	0	2	2	95	32	2	129	158
04:45 PM	44	3	0	47	0	0	0	0	0	0	0	0	83	44	0	127	174
Total	100	5	0	105	0	16	0	16	0	0	5	5	450	136	2	588	714
05:00 PM	41	3	0	44	0	0	0	0	0	0	4	4	63	33	1	97	145
05:15 PM	47	0	0	47	0	0	0	0	0	0	0	0	63	21	1	85	132
05:30 PM	22	0	0	22	0	0	0	0	0	3	0	3	35	16	0	51	76
05:45 PM	29	0	0	29	0	2	0	2	0	1	1	2	43	9	0	52	85
Total	139	3	0	142	0	2	0	2	0	4	5	9	204	79	2	285	438
Grand Total	239	8	0	247	0	18	0	18	0	4	10	14	654	215	4	873	1152
Apprch %	96.8	3.2	0		0	100	0		0	28.6	71.4		74.9	24.6	0.5		
Total %	20.7	0.7	0	21.4	0	1.6	0	1.6	0	0.3	0.9	1.2	56.8	18.7	0.3	75.8	
Passenger Vehicles	143	4	0	147	0	18	0	18	0	2	1	3	343	128	1	472	640
% Passenger Vehicles	59.8	50	0	59.5	0	100	0	100	0	50	10	21.4	52.4	59.5	25	54.1	55.6
Bobtail Trucks	70	0	0	70	0	0	0	0	0	0	2	2	122	44	2	168	240
% Bobtail Trucks	29.3	0	0	28.3	0	0	0	0	0	0	20	14.3	18.7	20.5	50	19.2	20.8
Chasis Only Trucks	2	1	0	3	0	0	0	0	0	1	1	2	16	7	0	23	28
% Chasis Only Trucks	0.8	12.5	0	1.2	0	0	0	0	0	25	10	14.3	2.4	3.3	0	2.6	2.4
Container Trucks	21	1	0	22	0	0	0	0	0	1	1	2	159	23	1	183	207
% Container Trucks	8.8	12.5	0	8.9	0	0	0	0	0	25	10	14.3	24.3	10.7	25	21	18
Other Trucks	3	2	0	5	0	0	0	0	0	0	5	5	14	13	0	27	37
% Other Trucks	1.3	25	0	2	0	0	0	0	0	0	50	35.7	2.1	6	0	3.1	3.2

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	11	1	0	12	0	5	0	5	0	0	2	2	138	29	0	167	186
04:15 PM	23	1	0	24	0	6	0	6	0	0	1	1	134	31	0	165	196
04:30 PM	22	0	0	22	0	5	0	5	0	0	2	2	95	32	2	129	158
04:45 PM	44	3	0	47	0	0	0	0	0	0	0	0	83	44	0	127	174
Total Volume	100	5	0	105	0	16	0	16	0	0	5	5	450	136	2	588	714
% App. Total	95.2	4.8	0		0	100	0		0	0	100		76.5	23.1	0.3		
PHF	.568	.417	.000	.559	.000	.667	.000	.667	.000	.000	.625	.625	.815	.773	.250	.880	.911

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	22	0	0	22	0	5	0	5	0	0	4	4	138	29	0	167
+15 mins.	44	3	0	47	0	6	0	6	0	0	0	0	134	31	0	165
+30 mins.	41	3	0	44	0	5	0	5	0	3	0	3	95	32	2	129
+45 mins.	47	0	0	47	0	0	0	0	0	1	1	2	83	44	0	127
Total Volume	154	6	0	160	0	16	0	16	0	4	5	9	450	136	2	588
% App. Total	96.2	3.8	0		0	100	0		0	44.4	55.6		76.5	23.1	0.3	
PHF	.819	.500	.000	.851	.000	.667	.000	.667	.000	.333	.313	.563	.815	.773	.250	.880

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

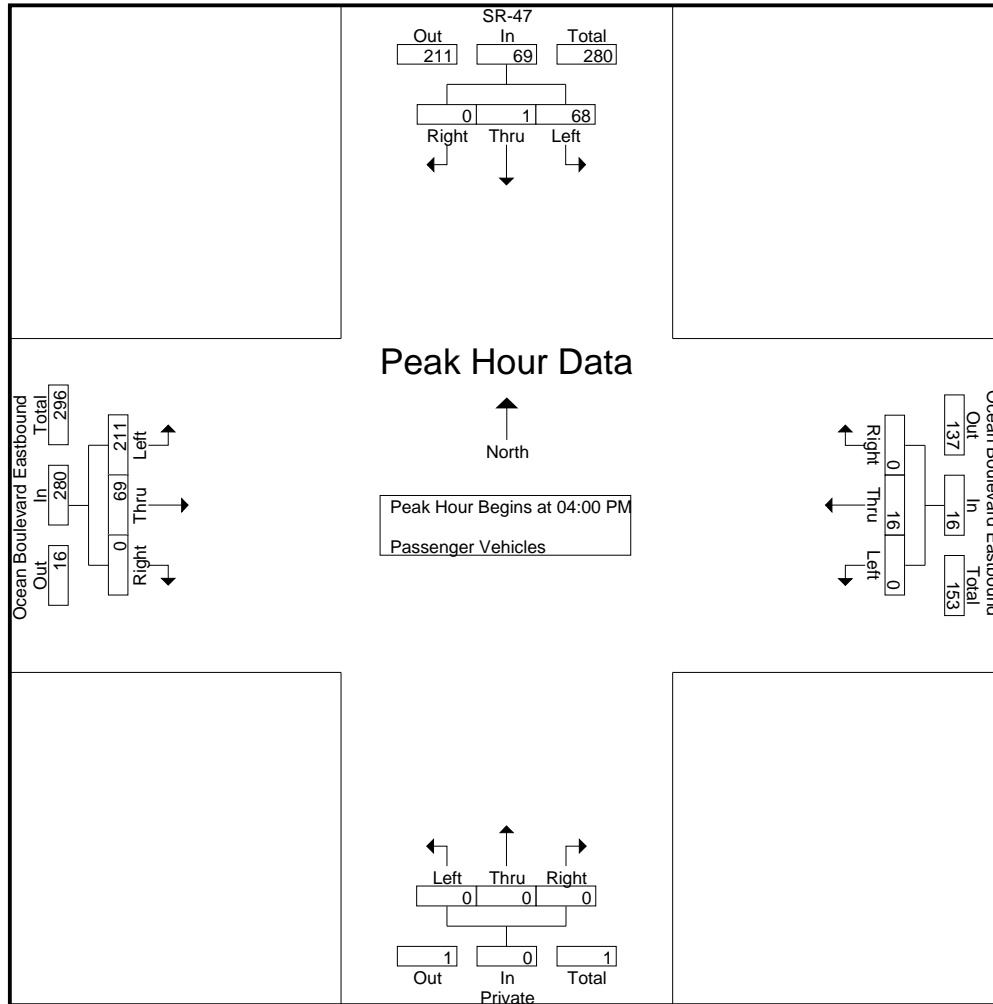
Groups Printed- Passenger Vehicles

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53	67
04:15 PM	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66	91
04:30 PM	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69	87
04:45 PM	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92	120
Total	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280	365
05:00 PM	31	3	0	34	0	0	0	0	0	0	1	1	50	29	1	80	115
05:15 PM	23	0	0	23	0	0	0	0	0	0	0	0	42	15	0	57	80
05:30 PM	9	0	0	9	0	0	0	0	0	1	0	1	18	11	0	29	39
05:45 PM	12	0	0	12	0	2	0	2	0	1	0	1	22	4	0	26	41
Total	75	3	0	78	0	2	0	2	0	2	1	3	132	59	1	192	275
Grand Total	143	4	0	147	0	18	0	18	0	2	1	3	343	128	1	472	640
Apprch %	97.3	2.7	0		0	100	0		0	66.7	33.3		72.7	27.1	0.2		
Total %	22.3	0.6	0	23	0	2.8	0	2.8	0	0.3	0.2	0.5	53.6	20	0.2	73.8	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53	67
04:15 PM	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66	91
04:30 PM	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69	87
04:45 PM	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92	120
Total Volume	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280	365
% App. Total	98.6	1.4	0		0	100	0		0	0	0		75.4	24.6	0		
PHF	.607	.250	.000	.616	.000	.667	.000	.667	.000	.000	.000	.000	.865	.556	.000	.761	.760

City of Long Beach
 N/S: SR-47
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 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	8	1	0	9	0	5	0	5	0	0	0	0	48	5	0	53
+15 mins.	19	0	0	19	0	6	0	6	0	0	0	0	52	14	0	66
+30 mins.	13	0	0	13	0	5	0	5	0	0	0	0	50	19	0	69
+45 mins.	28	0	0	28	0	0	0	0	0	0	0	0	61	31	0	92
Total Volume	68	1	0	69	0	16	0	16	0	0	0	0	211	69	0	280
% App. Total	98.6	1.4	0		0	100	0		0	0	0		75.4	24.6	0	
PHF	.607	.250	.000	.616	.000	.667	.000	.667	.000	.000	.000	.000	.865	.556	.000	.761

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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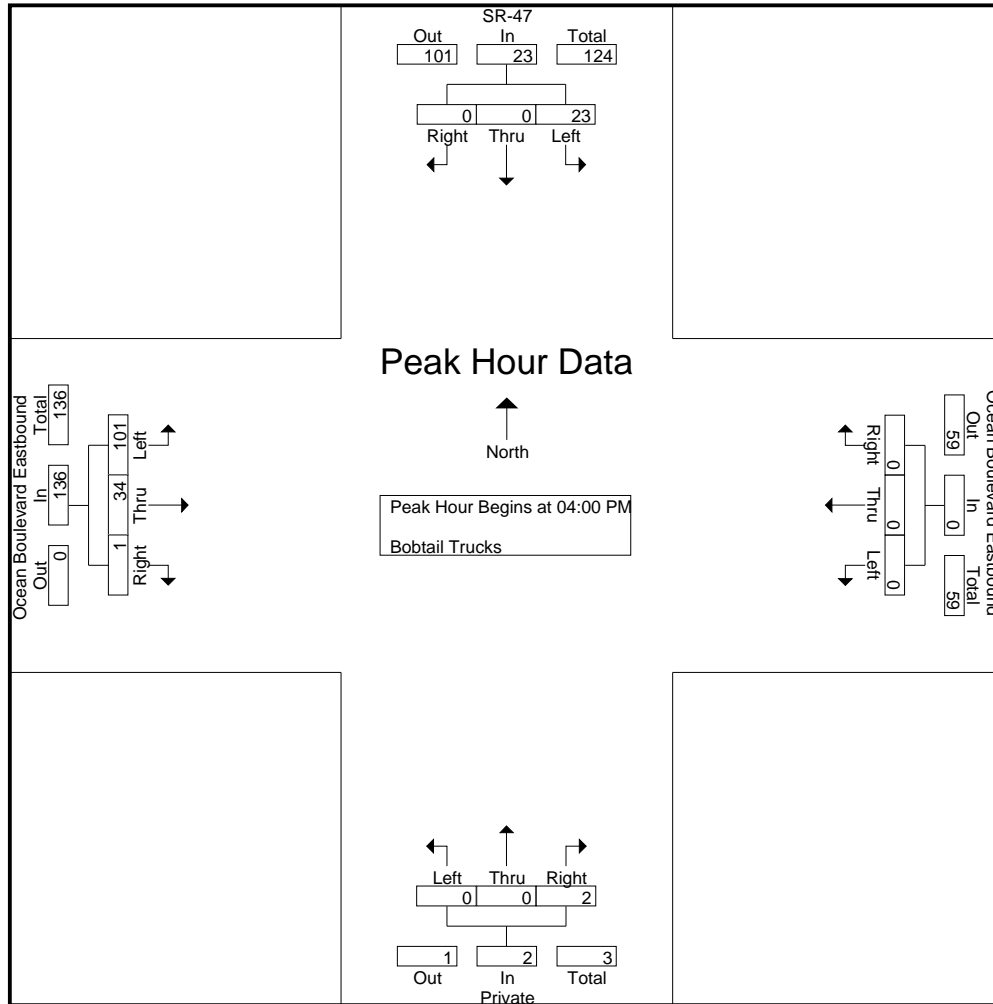
Groups Printed- Bobtail Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50	52
04:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43	46
04:30 PM	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24	33
04:45 PM	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19	30
Total	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136	161
05:00 PM	6	0	0	6	0	0	0	0	0	0	0	0	4	1	0	5	11
05:15 PM	16	0	0	16	0	0	0	0	0	0	0	0	4	3	1	8	24
05:30 PM	9	0	0	9	0	0	0	0	0	0	0	0	8	5	0	13	22
05:45 PM	16	0	0	16	0	0	0	0	0	0	0	0	5	1	0	6	22
Total	47	0	0	47	0	0	0	0	0	0	0	0	21	10	1	32	79
Grand Total	70	0	0	70	0	0	0	0	0	0	2	2	122	44	2	168	240
Apprch %	100	0	0		0	0	0		0	0	100		72.6	26.2	1.2		
Total %	29.2	0	0	29.2	0	0	0	0	0	0	0.8	0.8	50.8	18.3	0.8	70	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50	52
04:15 PM	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43	46
04:30 PM	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24	33
04:45 PM	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19	30
Total Volume	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136	161
% App. Total	100	0	0		0	0	0		0	0	100		74.3	25	0.7		
PHF	.523	.000	.000	.523	.000	.000	.000	.000	.000	.000	.500	.500	.647	.773	.250	.680	.774

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	39	11	0	50
+15 mins.	2	0	0	2	0	0	0	0	0	0	1	1	32	11	0	43
+30 mins.	8	0	0	8	0	0	0	0	0	0	1	1	19	4	1	24
+45 mins.	11	0	0	11	0	0	0	0	0	0	0	0	11	8	0	19
Total Volume	23	0	0	23	0	0	0	0	0	0	2	2	101	34	1	136
% App. Total	100	0	0		0	0	0		0	0	100		74.3	25	0.7	
PHF	.523	.000	.000	.523	.000	.000	.000	.000	.000	.000	.500	.500	.647	.773	.250	.680

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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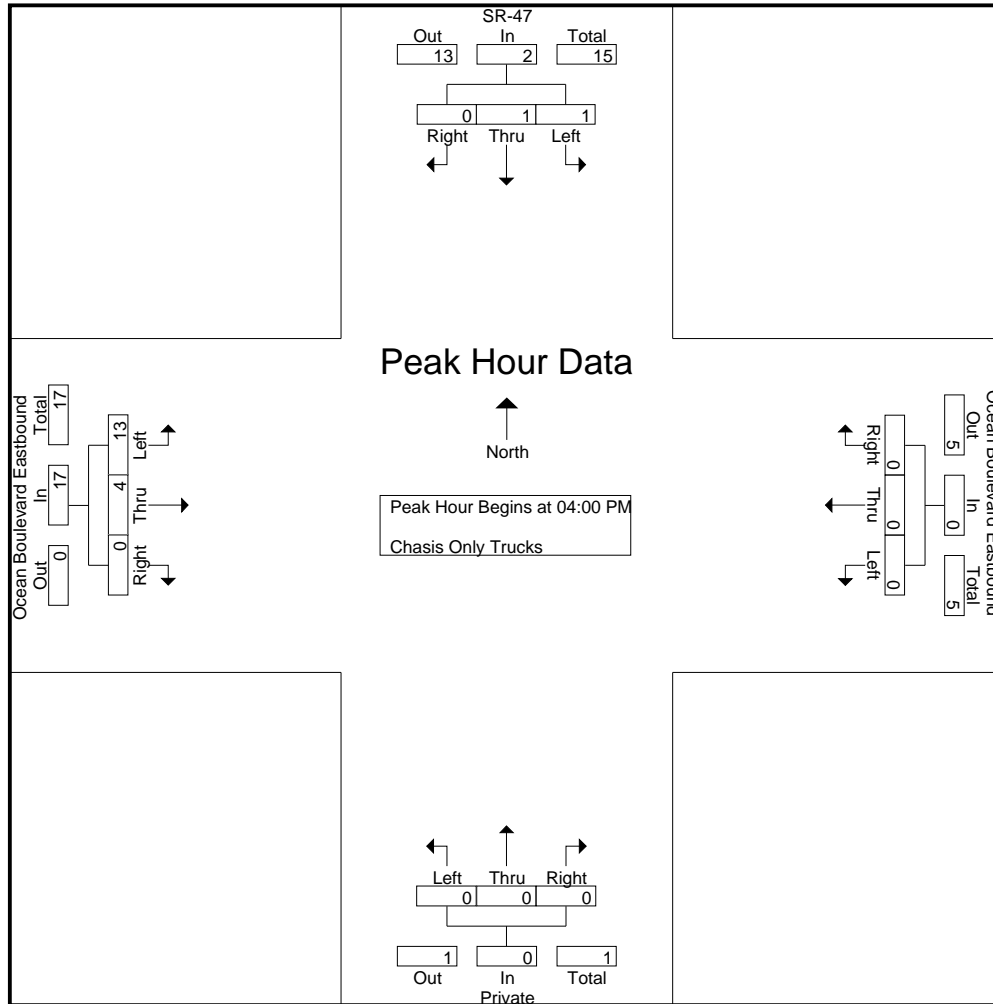
Groups Printed- Chasis Only Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17	19
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	3
Total	1	0	0	1	0	0	0	0	0	1	1	2	3	3	0	6	9
Grand Total	2	1	0	3	0	0	0	0	0	1	1	2	16	7	0	23	28
Apprch %	66.7	33.3	0		0	0	0		0	50	50		69.6	30.4	0		
Total %	7.1	3.6	0	10.7	0	0	0	0	0	3.6	3.6	7.1	57.1	25	0	82.1	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	4
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6	7
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17	19
% App. Total	50	50	0		0	0	0		0	0	0		76.5	23.5	0		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.650	.500	.000	.708	.679

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	5	1	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	4	2	0	6
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	1	0	2	0	0	0	0	0	0	0	0	13	4	0	17
% App. Total	50	50	0		0	0	0		0	0	0		76.5	23.5	0	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.650	.500	.000	.708

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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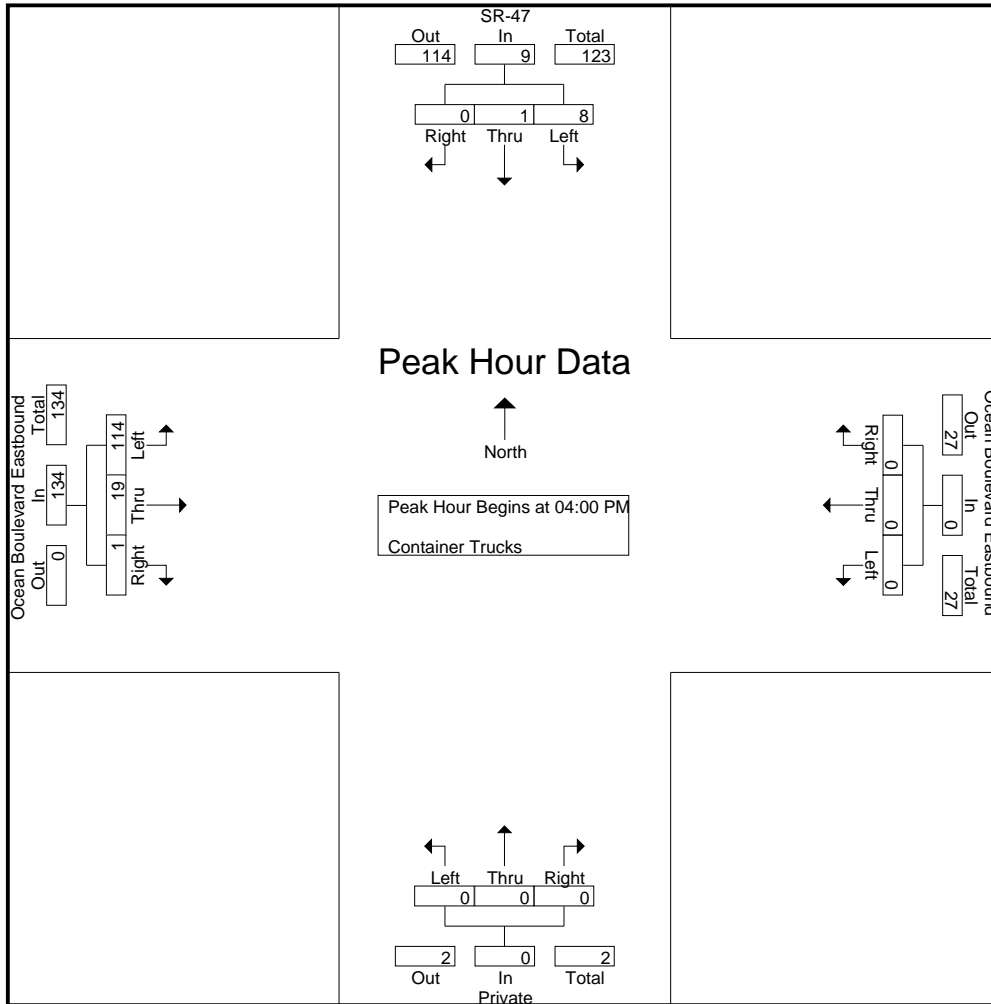
Groups Printed- Container Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51	52
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45	46
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25	26
04:45 PM	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13	19
Total	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134	143
05:00 PM	4	0	0	4	0	0	0	0	0	0	1	1	6	2	0	8	13
05:15 PM	5	0	0	5	0	0	0	0	0	0	0	0	17	0	0	17	22
05:30 PM	3	0	0	3	0	0	0	0	0	1	0	1	8	0	0	8	12
05:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	14	2	0	16	17
Total	13	0	0	13	0	0	0	0	0	1	1	2	45	4	0	49	64
Grand Total	21	1	0	22	0	0	0	0	0	1	1	2	159	23	1	183	207
Apprch %	95.5	4.5	0		0	0	0		0	50	50		86.9	12.6	0.5		
Total %	10.1	0.5	0	10.6	0	0	0	0	0	0.5	0.5	1	76.8	11.1	0.5	88.4	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51	52
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45	46
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25	26
04:45 PM	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13	19
Total Volume	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134	143
% App. Total	88.9	11.1	0		0	0	0		0	0	0		85.1	14.2	0.7		
PHF	.400	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.648	.679	.250	.657	.688

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	44	7	0	51
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	41	4	0	45
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	19	5	1	25
+45 mins.	5	1	0	6	0	0	0	0	0	0	0	0	10	3	0	13
Total Volume	8	1	0	9	0	0	0	0	0	0	0	0	114	19	1	134
% App. Total	88.9	11.1	0		0	0	0		0	0	0		85.1	14.2	0.7	
PHF	.400	.250	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.648	.679	.250	.657

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
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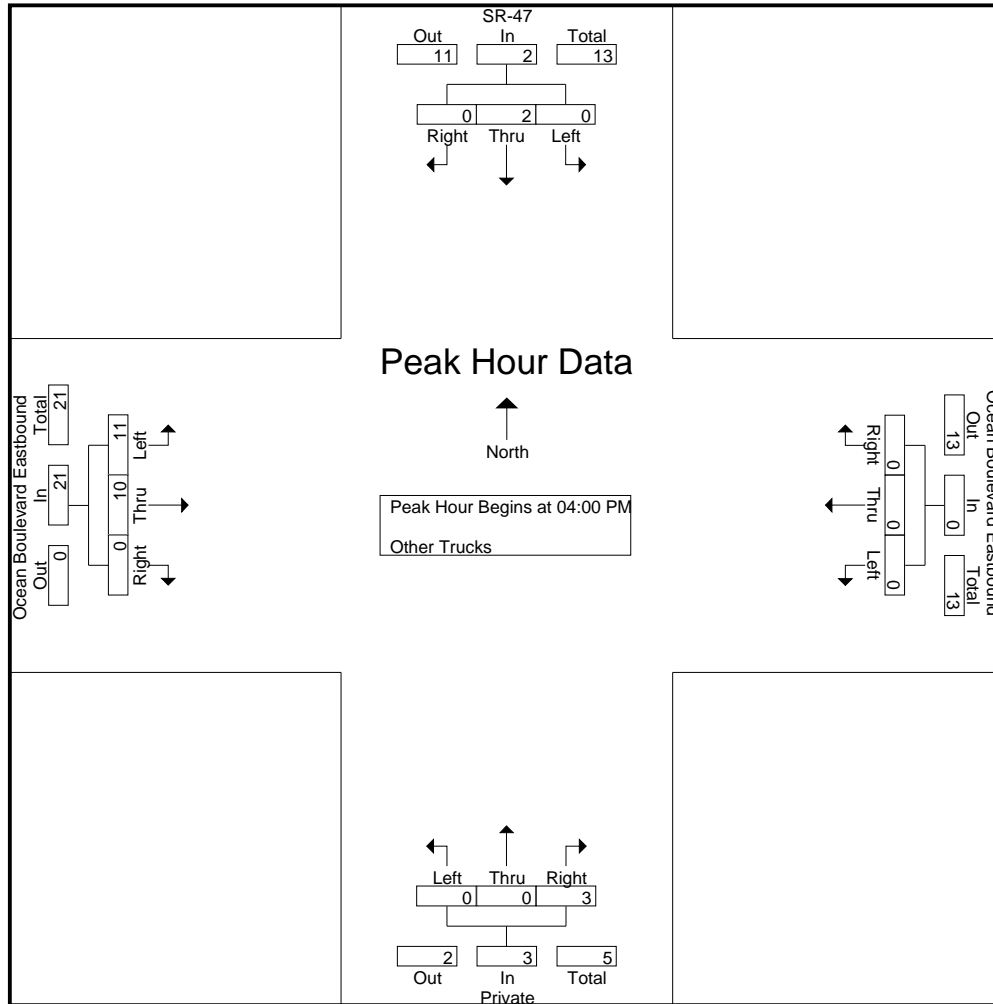
Groups Printed- Other Trucks

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9	11
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	1	0	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	2	0	2	0	0	0	0	0	0	0	3	3	11	10	0	21	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	3	4
05:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	4
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	0	0	0	2	2	3	3	0	6	11
Grand Total	3	2	0	5	0	0	0	0	0	0	0	5	5	14	13	0	27	37
Apprch %	60	40	0		0	0	0		0	0	100			51.9	48.1	0		
Total %	8.1	5.4	0	13.5	0	0	0	0	0	0	13.5	13.5		37.8	35.1	0	73	

Start Time	SR-47 Southbound				Ocean Boulevard Eastbound Westbound				Private Northbound				Ocean Boulevard Eastbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:00 PM																		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9	11
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	4	1	0	5	6
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5	6
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Total Volume	0	2	0	2	0	0	0	0	0	0	0	3	3	11	10	0	21	26
% App. Total	0	100	0		0	0	0		0	0	100			52.4	47.6	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.375	.375	.688	.500	.000	.583	.591

City of Long Beach
 N/S: SR-47
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBC47OCEPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	2	2	4	5	0	9
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	4	1	0	5
+30 mins.	0	0	0	0	0	0	0	0	0	0	1	1	3	2	0	5
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	2	0	2	0	0	0	0	0	0	3	3	11	10	0	21
% App. Total	0	100	0	0	0	0	0	0	0	0	100	0	52.4	47.6	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.375	.375	.688	.500	.000	.583

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

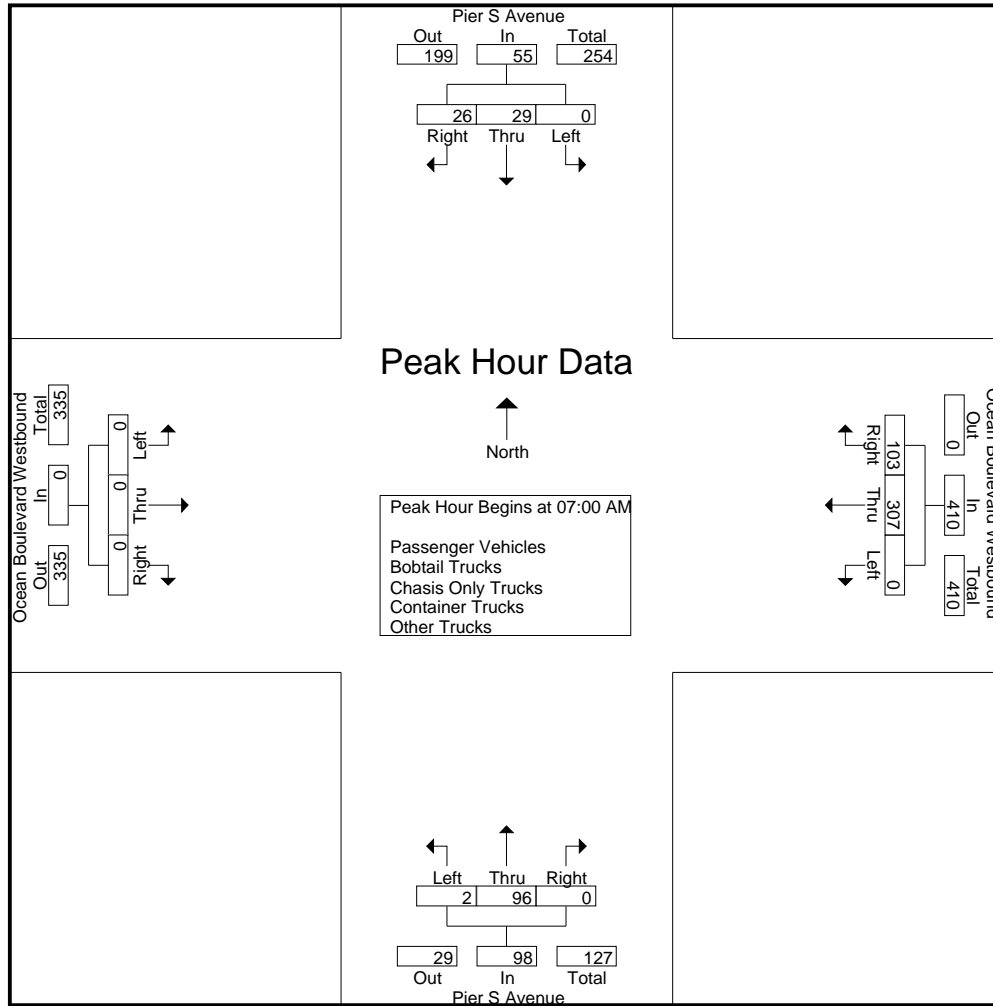
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	5	10	0	83	21	104	0	23	0	23	0	0	0	0	137
07:15 AM	0	7	7	14	0	79	18	97	0	29	0	29	0	0	0	0	140
07:30 AM	0	4	7	11	0	75	25	100	1	20	0	21	0	0	0	0	132
07:45 AM	0	13	7	20	0	70	39	109	1	24	0	25	0	0	0	0	154
Total	0	29	26	55	0	307	103	410	2	96	0	98	0	0	0	0	563
08:00 AM	0	16	16	32	0	58	23	81	0	6	0	6	0	0	0	0	119
08:15 AM	0	8	17	25	0	71	11	82	0	6	0	6	0	0	0	0	113
08:30 AM	0	18	7	25	0	63	19	82	2	7	0	9	0	0	0	0	116
08:45 AM	0	18	15	33	0	74	21	95	0	14	0	14	0	0	0	0	142
Total	0	60	55	115	0	266	74	340	2	33	0	35	0	0	0	0	490
Grand Total	0	89	81	170	0	573	177	750	4	129	0	133	0	0	0	0	1053
Apprch %	0	52.4	47.6		0	76.4	23.6		3	97	0		0	0	0		
Total %	0	8.5	7.7	16.1	0	54.4	16.8	71.2	0.4	12.3	0	12.6	0	0	0	0	
Passenger Vehicles	0	24	42	66	0	291	93	384	3	97	0	100	0	0	0	0	550
% Passenger Vehicles	0	27	51.9	38.8	0	50.8	52.5	51.2	75	75.2	0	75.2	0	0	0	0	52.2
Bobtail Trucks	0	13	10	23	0	128	20	148	0	12	0	12	0	0	0	0	183
% Bobtail Trucks	0	14.6	12.3	13.5	0	22.3	11.3	19.7	0	9.3	0	9	0	0	0	0	17.4
Chasis Only Trucks	0	4	2	6	0	29	2	31	0	7	0	7	0	0	0	0	44
% Chasis Only Trucks	0	4.5	2.5	3.5	0	5.1	1.1	4.1	0	5.4	0	5.3	0	0	0	0	4.2
Container Trucks	0	19	19	38	0	104	21	125	1	2	0	3	0	0	0	0	166
% Container Trucks	0	21.3	23.5	22.4	0	18.2	11.9	16.7	25	1.6	0	2.3	0	0	0	0	15.8
Other Trucks	0	29	8	37	0	21	41	62	0	11	0	11	0	0	0	0	110
% Other Trucks	0	32.6	9.9	21.8	0	3.7	23.2	8.3	0	8.5	0	8.3	0	0	0	0	10.4

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	5	10	0	83	21	104	0	23	0	23	0	0	0	0	137
07:15 AM	0	7	7	14	0	79	18	97	0	29	0	29	0	0	0	0	140
07:30 AM	0	4	7	11	0	75	25	100	1	20	0	21	0	0	0	0	132
07:45 AM	0	13	7	20	0	70	39	109	1	24	0	25	0	0	0	0	154
Total Volume	0	29	26	55	0	307	103	410	2	96	0	98	0	0	0	0	563
% App. Total	0	52.7	47.3		0	74.9	25.1		2	98	0		0	0	0		
PHF	.000	.558	.929	.688	.000	.925	.660	.940	.500	.828	.000	.845	.000	.000	.000	.000	.914

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	16	16	32	0	83	21	104	0	23	0	23	0	0	0	0
+15 mins.	0	8	17	25	0	79	18	97	0	29	0	29	0	0	0	0
+30 mins.	0	18	7	25	0	75	25	100	1	20	0	21	0	0	0	0
+45 mins.	0	18	15	33	0	70	39	109	1	24	0	25	0	0	0	0
Total Volume	0	60	55	115	0	307	103	410	2	96	0	98	0	0	0	0
% App. Total	0	52.2	47.8		0	74.9	25.1		2	98	0		0	0	0	
PHF	.000	.833	.809	.871	.000	.925	.660	.940	.500	.828	.000	.845	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

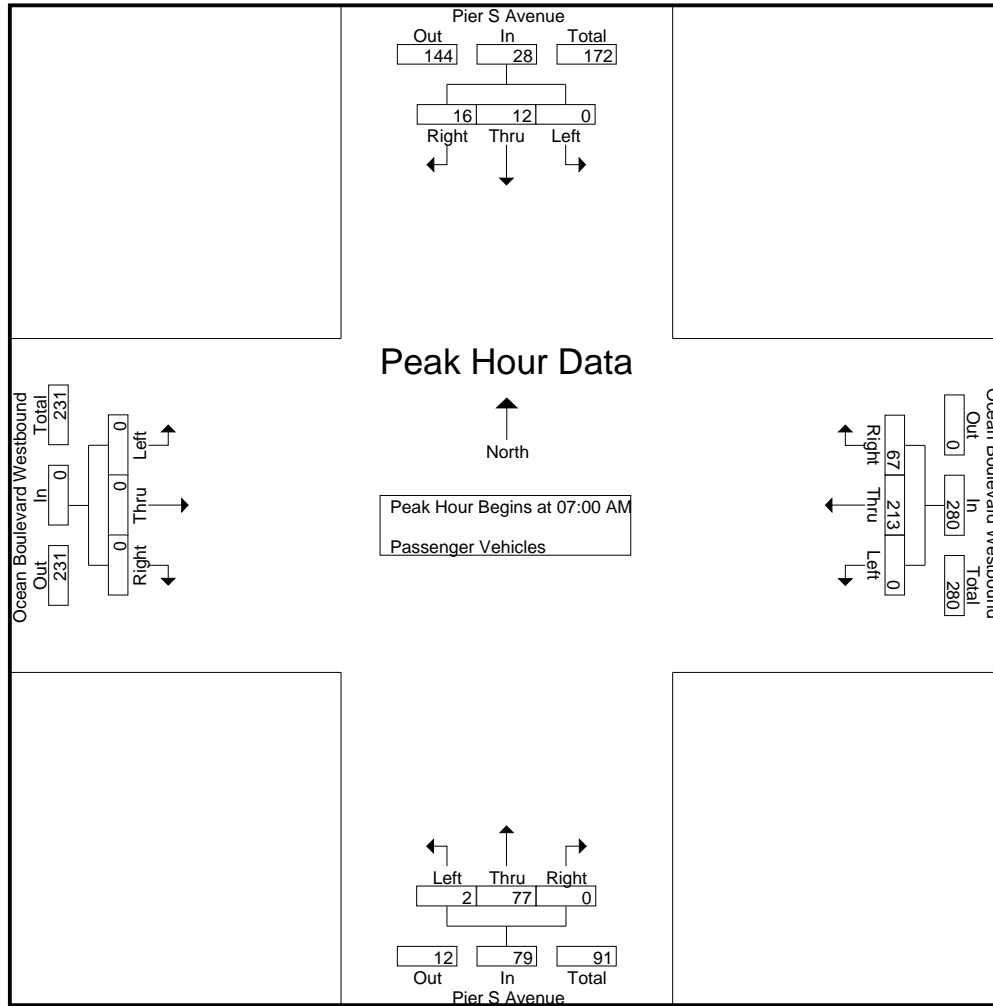
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0	102
07:15 AM	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0	105
07:30 AM	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0	95
07:45 AM	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0	85
Total	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0	387
08:00 AM	0	6	10	16	0	21	7	28	0	4	0	4	0	0	0	0	48
08:15 AM	0	0	9	9	0	22	5	27	0	4	0	4	0	0	0	0	40
08:30 AM	0	3	2	5	0	17	6	23	1	3	0	4	0	0	0	0	32
08:45 AM	0	3	5	8	0	18	8	26	0	9	0	9	0	0	0	0	43
Total	0	12	26	38	0	78	26	104	1	20	0	21	0	0	0	0	163
Grand Total	0	24	42	66	0	291	93	384	3	97	0	100	0	0	0	0	550
Apprch %	0	36.4	63.6		0	75.8	24.2		3	97	0		0	0	0		
Total %	0	4.4	7.6	12	0	52.9	16.9	69.8	0.5	17.6	0	18.2	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0	102
07:15 AM	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0	105
07:30 AM	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0	95
07:45 AM	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0	85
Total Volume	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0	387
% App. Total	0	42.9	57.1		0	76.1	23.9		2.5	97.5	0		0	0	0		
PHF	.000	.500	.667	.583	.000	.888	.670	.909	.500	.875	.000	.898	.000	.000	.000	.000	.921

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	3	4	0	60	17	77	0	21	0	21	0	0	0	0
+15 mins.	0	6	6	12	0	58	13	71	0	22	0	22	0	0	0	0
+30 mins.	0	3	5	8	0	56	12	68	1	18	0	19	0	0	0	0
+45 mins.	0	2	2	4	0	39	25	64	1	16	0	17	0	0	0	0
Total Volume	0	12	16	28	0	213	67	280	2	77	0	79	0	0	0	0
% App. Total	0	42.9	57.1		0	76.1	23.9		2.5	97.5	0		0	0	0	
PHF	.000	.500	.667	.583	.000	.888	.670	.909	.500	.875	.000	.898	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

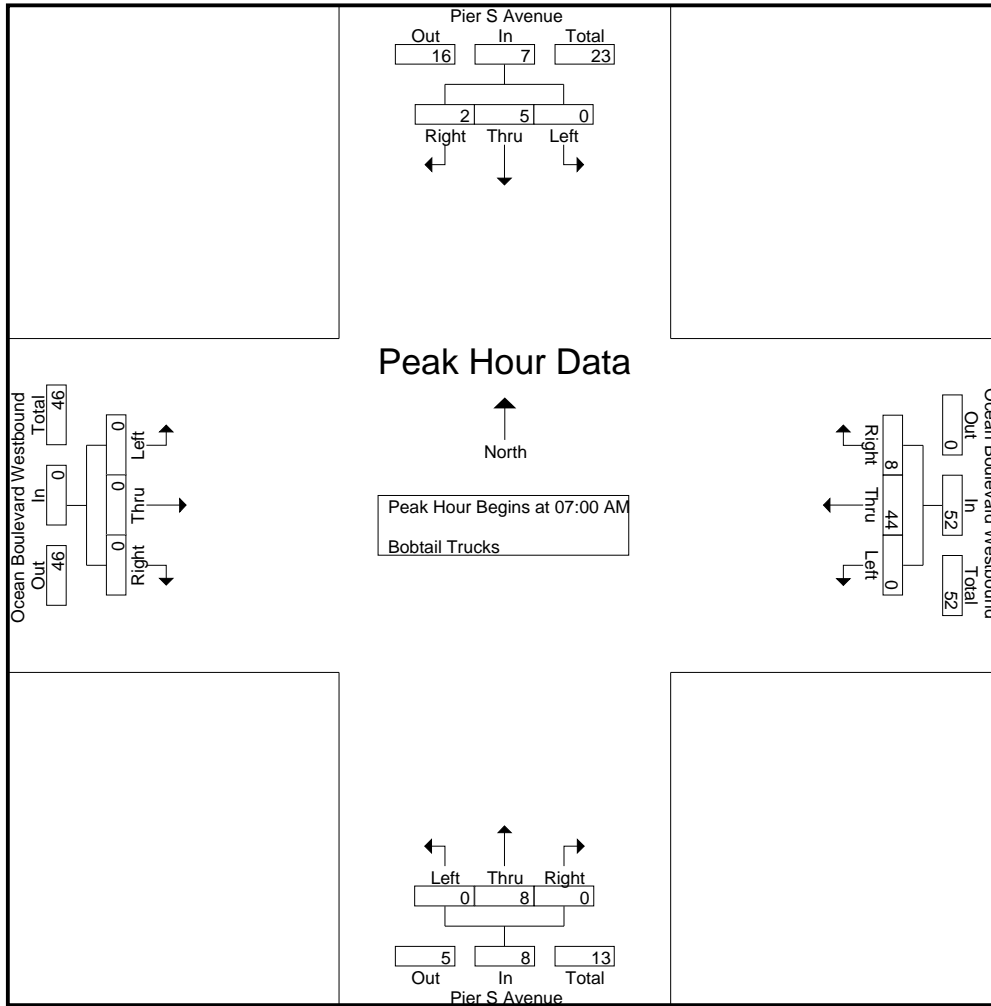
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0	13
07:15 AM	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0	18
07:30 AM	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0	13
07:45 AM	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0	23
Total	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0	67
08:00 AM	0	2	2	4	0	15	3	18	0	1	0	1	0	0	0	0	23
08:15 AM	0	0	1	1	0	22	1	23	0	0	0	0	0	0	0	0	24
08:30 AM	0	0	3	3	0	24	5	29	0	1	0	1	0	0	0	0	33
08:45 AM	0	6	2	8	0	23	3	26	0	2	0	2	0	0	0	0	36
Total	0	8	8	16	0	84	12	96	0	4	0	4	0	0	0	0	116
Grand Total	0	13	10	23	0	128	20	148	0	12	0	12	0	0	0	0	183
Apprch %	0	56.5	43.5		0	86.5	13.5		0	100	0		0	0	0		
Total %	0	7.1	5.5	12.6	0	69.9	10.9	80.9	0	6.6	0	6.6	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0	13
07:15 AM	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0	18
07:30 AM	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0	13
07:45 AM	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0	23
Total Volume	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0	67
% App. Total	0	71.4	28.6		0	84.6	15.4		0	100	0		0	0	0		
PHF	.000	.625	.500	.583	.000	.733	.500	.684	.000	.333	.000	.333	.000	.000	.000	.000	.728

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	2	0	2	0	9	1	10	0	1	0	1	0	0	0	0
+15 mins.	0	1	0	1	0	11	0	11	0	6	0	6	0	0	0	0
+30 mins.	0	0	1	1	0	9	3	12	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	0	15	4	19	0	1	0	1	0	0	0	0
Total Volume	0	5	2	7	0	44	8	52	0	8	0	8	0	0	0	0
% App. Total	0	71.4	28.6		0	84.6	15.4		0	100	0		0	0	0	
PHF	.000	.625	.500	.583	.000	.733	.500	.684	.000	.333	.000	.333	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

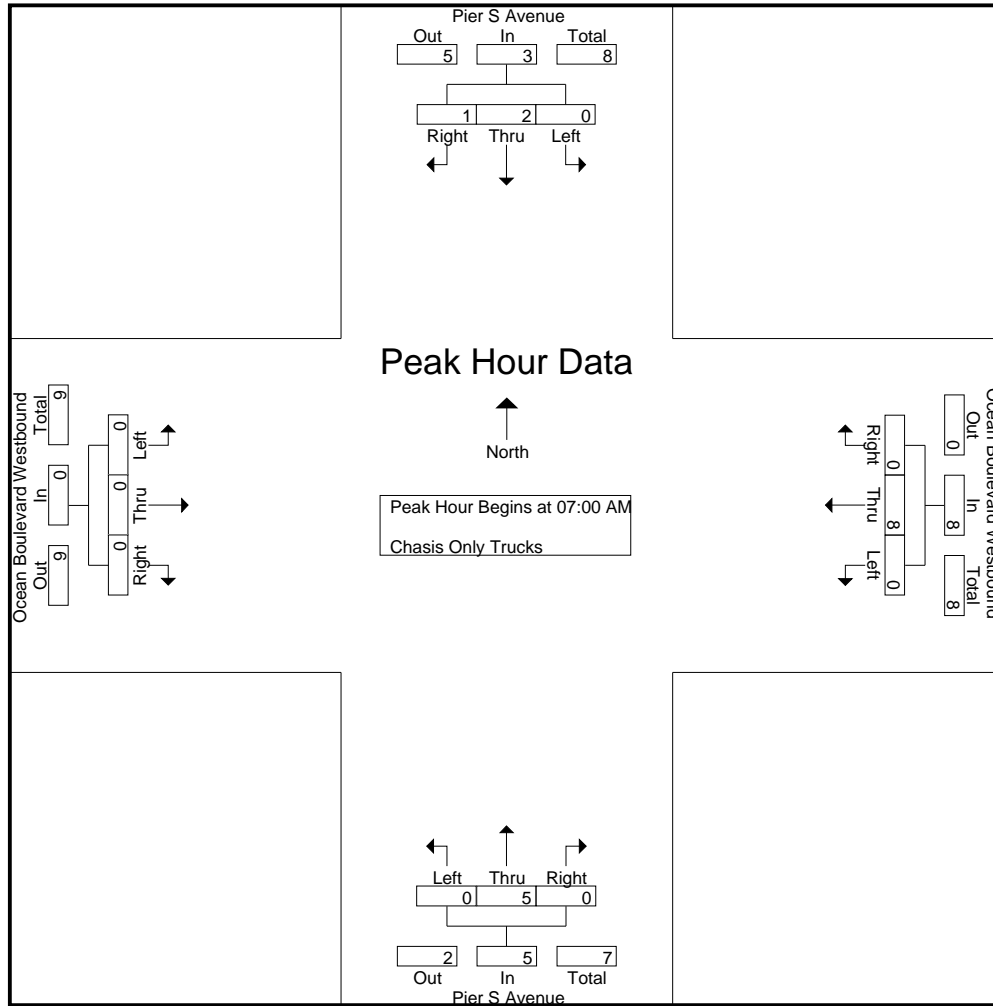
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	0	4
07:45 AM	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0	0	9
Total	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0	0	16
08:00 AM	0	1	0	1	0	3	2	5	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	1	0	1	0	7	0	7	0	0	0	0	0	0	0	0	0	8
08:30 AM	0	0	0	0	0	3	0	3	0	1	0	1	0	0	0	0	0	4
08:45 AM	0	0	1	1	0	8	0	8	0	1	0	1	0	0	0	0	0	10
Total	0	2	1	3	0	21	2	23	0	2	0	2	0	0	0	0	0	28
Grand Total	0	4	2	6	0	29	2	31	0	7	0	7	0	0	0	0	0	44
Apprch %	0	66.7	33.3		0	93.5	6.5		0	100	0		0	0	0			
Total %	0	9.1	4.5	13.6	0	65.9	4.5	70.5	0	15.9	0	15.9	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	0	4
07:45 AM	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0	0	9
Total Volume	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0	0	16
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	0	0			
PHF	.000	.500	.250	.375	.000	.667	.000	.667	.000	.313	.000	.313	.000	.000	.000	.000	.000	.444

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0
+45 mins.	0	1	1	2	0	3	0	3	0	4	0	4	0	0	0	0
Total Volume	0	2	1	3	0	8	0	8	0	5	0	5	0	0	0	0
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	0	0	
PHF	.000	.500	.250	.375	.000	.667	.000	.667	.000	.313	.000	.313	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

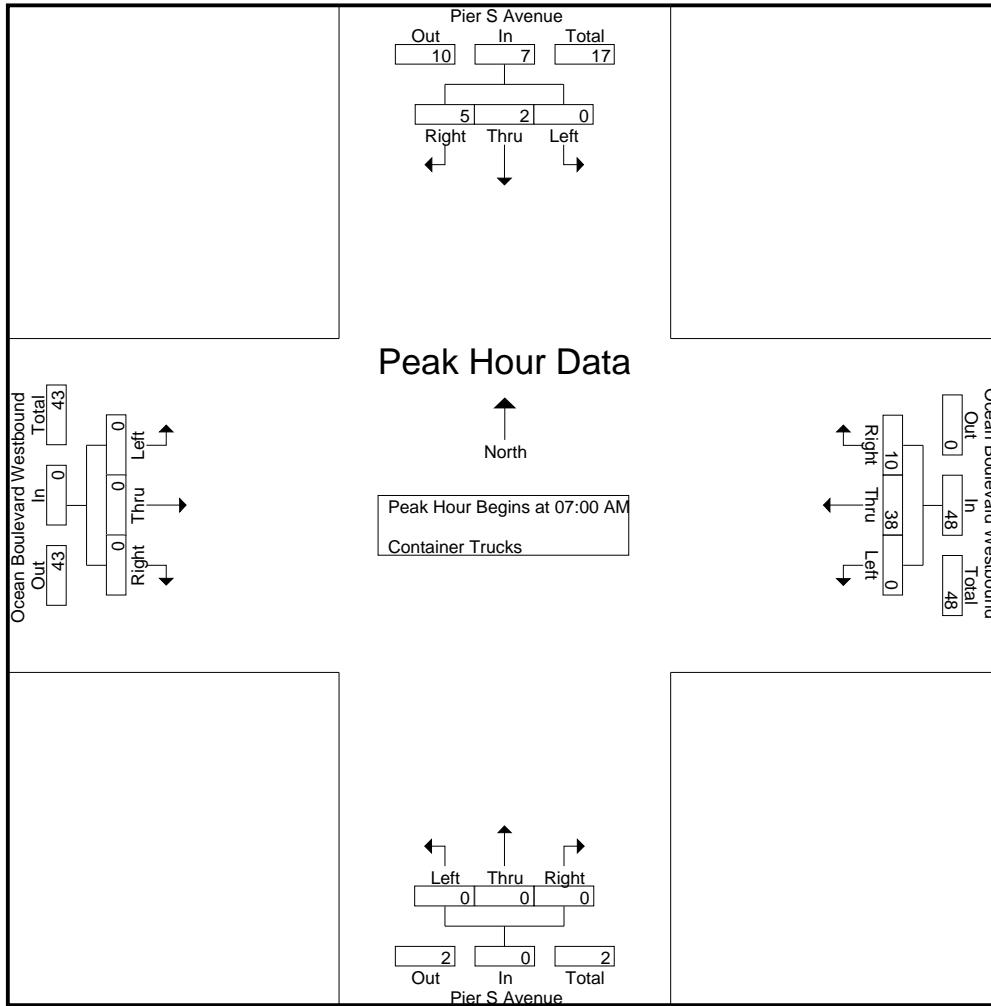
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
07:45 AM	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0	0	19
Total	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0	0	55
08:00 AM	0	3	2	5	0	14	3	17	0	1	0	1	0	0	0	0	0	23
08:15 AM	0	2	5	7	0	16	1	17	0	0	0	0	0	0	0	0	0	24
08:30 AM	0	7	2	9	0	16	2	18	1	1	0	2	0	0	0	0	0	29
08:45 AM	0	5	5	10	0	20	5	25	0	0	0	0	0	0	0	0	0	35
Total	0	17	14	31	0	66	11	77	1	2	0	3	0	0	0	0	0	111
Grand Total	0	19	19	38	0	104	21	125	1	2	0	3	0	0	0	0	0	166
Apprch %	0	50	50		0	83.2	16.8		33.3	66.7	0		0	0	0			
Total %	0	11.4	11.4	22.9	0	62.7	12.7	75.3	0.6	1.2	0	1.8	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:00 AM																		
07:00 AM	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0	0	14
07:15 AM	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0	0	10
07:30 AM	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
07:45 AM	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0	0	19
Total Volume	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0	0	55
% App. Total	0	28.6	71.4		0	79.2	20.8		0	0	0		0	0	0			
PHF	.000	.500	.625	.583	.000	.731	.500	.706	.000	.000	.000	.000	.000	.000	.000	.000	.000	.724

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	2	3	0	11	0	11	0	0	0	0	0	0	0	0
+15 mins.	0	0	1	1	0	8	1	9	0	0	0	0	0	0	0	0
+30 mins.	0	0	1	1	0	6	5	11	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	2	0	13	4	17	0	0	0	0	0	0	0	0
Total Volume	0	2	5	7	0	38	10	48	0	0	0	0	0	0	0	0
% App. Total	0	28.6	71.4		0	79.2	20.8		0	0	0		0	0	0	
PHF	.000	.500	.625	.583	.000	.731	.500	.706	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

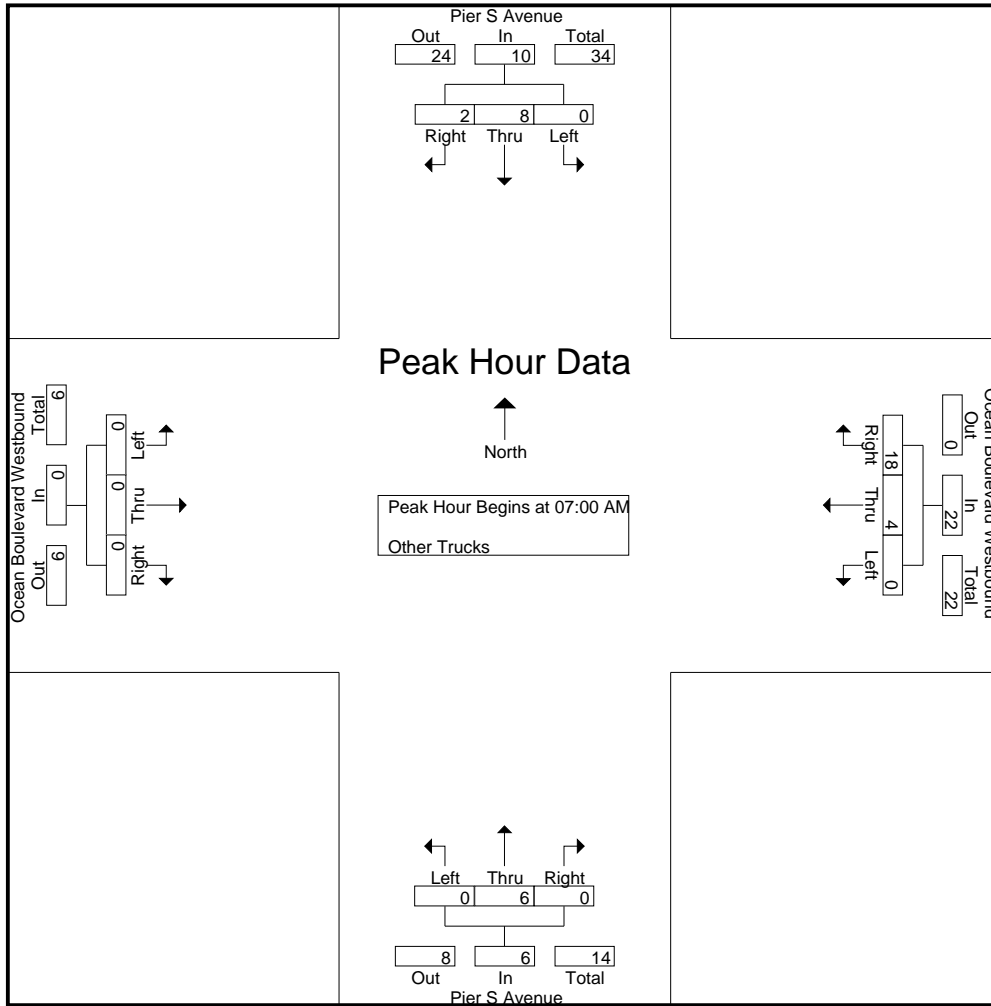
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0	6
07:15 AM	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0	8
07:45 AM	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0	18
Total	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0	38
08:00 AM	0	4	2	6	0	5	8	13	0	0	0	0	0	0	0	0	19
08:15 AM	0	5	2	7	0	4	4	8	0	2	0	2	0	0	0	0	17
08:30 AM	0	8	0	8	0	3	6	9	0	1	0	1	0	0	0	0	18
08:45 AM	0	4	2	6	0	5	5	10	0	2	0	2	0	0	0	0	18
Total	0	21	6	27	0	17	23	40	0	5	0	5	0	0	0	0	72
Grand Total	0	29	8	37	0	21	41	62	0	11	0	11	0	0	0	0	110
Apprch %	0	78.4	21.6		0	33.9	66.1		0	100	0		0	0	0		
Total %	0	26.4	7.3	33.6	0	19.1	37.3	56.4	0	10	0	10	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0	6
07:15 AM	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0	8
07:45 AM	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0	18
Total Volume	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0	38
% App. Total	0	80	20		0	18.2	81.8		0	100	0		0	0	0		
PHF	.000	.286	.250	.278	.000	.500	.750	.786	.000	.500	.000	.500	.000	.000	.000	.000	.528

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	1	3	4	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	4	5	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	2	5	7	0	1	0	1	0	0	0	0
+45 mins.	0	7	2	9	0	0	6	6	0	3	0	3	0	0	0	0
Total Volume	0	8	2	10	0	4	18	22	0	6	0	6	0	0	0	0
% App. Total	0	80	20		0	18.2	81.8		0	100	0		0	0	0	
PHF	.000	.286	.250	.278	.000	.500	.750	.786	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

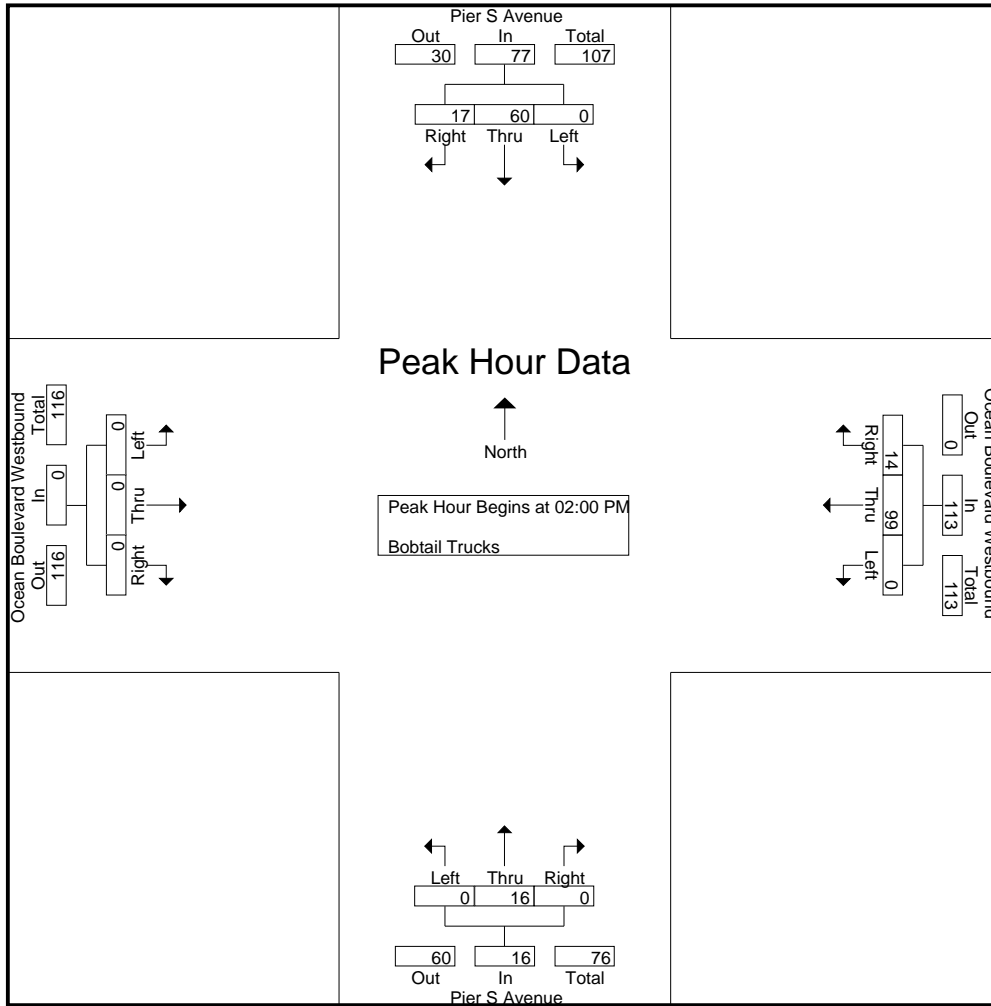
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	3	5	0	5	2	7	0	2	0	2	0	0	0	0	14
01:15 PM	0	11	6	17	0	12	1	13	0	1	0	1	0	0	0	0	31
01:30 PM	0	4	2	6	0	14	2	16	0	4	0	4	0	0	0	0	26
01:45 PM	0	4	5	9	0	14	2	16	0	6	0	6	0	0	0	0	31
Total	0	21	16	37	0	45	7	52	0	13	0	13	0	0	0	0	102
02:00 PM	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0	51
02:15 PM	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0	51
02:30 PM	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0	57
02:45 PM	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0	47
Total	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0	206
Grand Total	0	81	33	114	0	144	21	165	0	29	0	29	0	0	0	0	308
Apprch %	0	71.1	28.9		0	87.3	12.7		0	100	0		0	0	0		
Total %	0	26.3	10.7	37	0	46.8	6.8	53.6	0	9.4	0	9.4	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0	51
02:15 PM	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0	51
02:30 PM	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0	57
02:45 PM	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0	47
Total Volume	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0	206
% App. Total	0	77.9	22.1		0	87.6	12.4		0	100	0		0	0	0		
PHF	.000	.789	.708	.837	.000	.917	.700	.942	.000	.667	.000	.667	.000	.000	.000	.000	.904

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	10	5	15	0	26	4	30	0	6	0	6	0	0	0	0
+15 mins.	0	14	6	20	0	23	5	28	0	3	0	3	0	0	0	0
+30 mins.	0	17	6	23	0	27	2	29	0	5	0	5	0	0	0	0
+45 mins.	0	19	0	19	0	23	3	26	0	2	0	2	0	0	0	0
Total Volume	0	60	17	77	0	99	14	113	0	16	0	16	0	0	0	0
% App. Total	0	77.9	22.1		0	87.6	12.4		0	100	0		0	0	0	
PHF	.000	.789	.708	.837	.000	.917	.700	.942	.000	.667	.000	.667	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

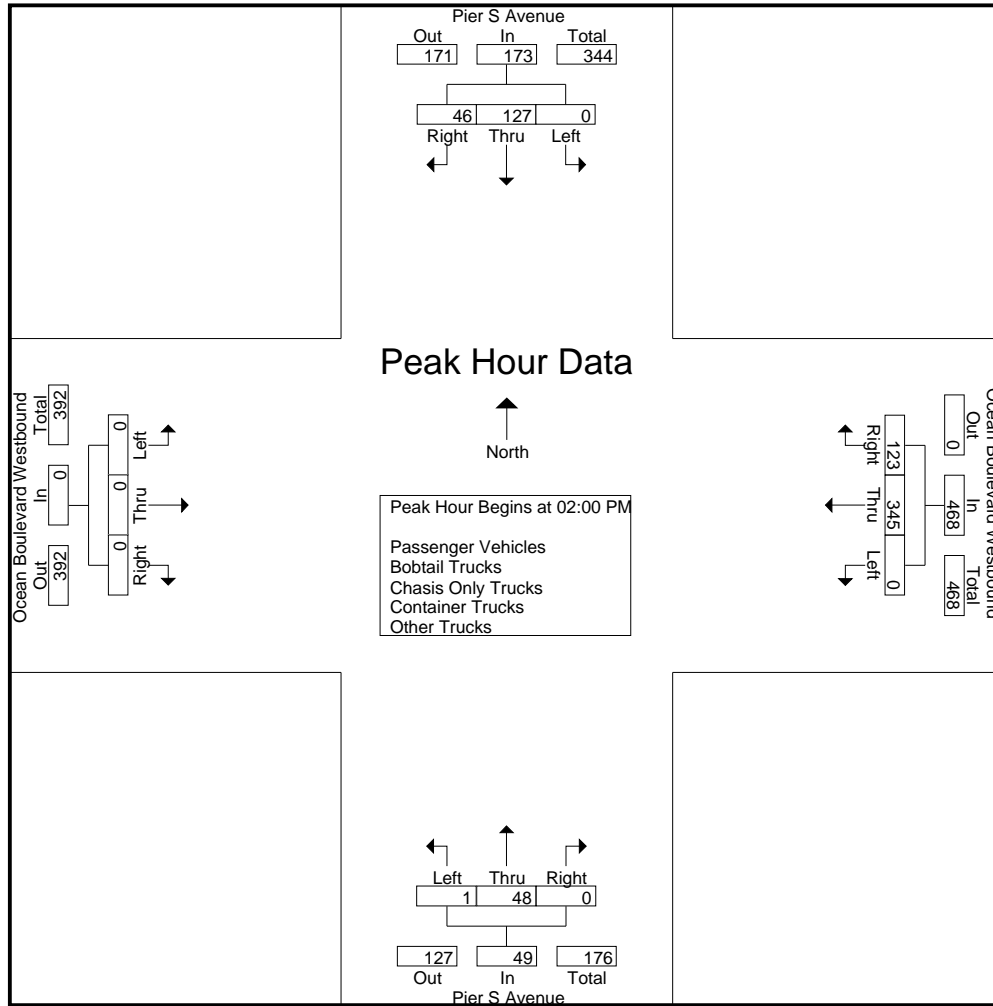
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	16	20	36	0	45	35	80	0	13	0	13	0	0	0	0	129
01:15 PM	0	24	13	37	0	55	13	68	0	14	0	14	0	0	0	0	119
01:30 PM	0	16	8	24	0	51	18	69	0	9	0	9	0	0	0	0	102
01:45 PM	0	17	17	34	0	65	28	93	0	16	0	16	0	0	0	0	143
Total	0	73	58	131	0	216	94	310	0	52	0	52	0	0	0	0	493
02:00 PM	0	21	12	33	0	79	31	110	0	19	0	19	0	0	0	0	162
02:15 PM	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0	151
02:30 PM	0	41	12	53	0	112	42	154	1	12	0	13	0	0	0	0	220
02:45 PM	0	42	7	49	0	82	18	100	0	8	0	8	0	0	0	0	157
Total	0	127	46	173	0	345	123	468	1	48	0	49	0	0	0	0	690
Grand Total	0	200	104	304	0	561	217	778	1	100	0	101	0	0	0	0	1183
Apprch %	0	65.8	34.2		0	72.1	27.9		1	99	0		0	0	0		
Total %	0	16.9	8.8	25.7	0	47.4	18.3	65.8	0.1	8.5	0	8.5	0	0	0	0	
Passenger Vehicles	0	37	41	78	0	164	37	201	0	37	0	37	0	0	0	0	316
% Passenger Vehicles	0	18.5	39.4	25.7	0	29.2	17.1	25.8	0	37	0	36.6	0	0	0	0	26.7
Bobtail Trucks	0	81	33	114	0	144	21	165	0	29	0	29	0	0	0	0	308
% Bobtail Trucks	0	40.5	31.7	37.5	0	25.7	9.7	21.2	0	29	0	28.7	0	0	0	0	26
Chasis Only Trucks	0	10	1	11	0	40	79	119	0	11	0	11	0	0	0	0	141
% Chasis Only Trucks	0	5	1	3.6	0	7.1	36.4	15.3	0	11	0	10.9	0	0	0	0	11.9
Container Trucks	0	30	16	46	0	188	27	215	1	14	0	15	0	0	0	0	276
% Container Trucks	0	15	15.4	15.1	0	33.5	12.4	27.6	100	14	0	14.9	0	0	0	0	23.3
Other Trucks	0	42	13	55	0	25	53	78	0	9	0	9	0	0	0	0	142
% Other Trucks	0	21	12.5	18.1	0	4.5	24.4	10	0	9	0	8.9	0	0	0	0	12

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	21	12	33	0	79	31	110	0	19	0	19	0	0	0	0	162
02:15 PM	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0	151
02:30 PM	0	41	12	53	0	112	42	154	1	12	0	13	0	0	0	0	220
02:45 PM	0	42	7	49	0	82	18	100	0	8	0	8	0	0	0	0	157
Total Volume	0	127	46	173	0	345	123	468	1	48	0	49	0	0	0	0	690
% App. Total	0	73.4	26.6		0	73.7	26.3		2	98	0		0	0	0		
PHF	.000	.756	.767	.816	.000	.770	.732	.760	.250	.632	.000	.645	.000	.000	.000	.000	.784

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				01:15 PM				01:00 PM			
+0 mins.	0	21	12	33	0	79	31	110	0	14	0	14	0	0	0	0
+15 mins.	0	23	15	38	0	72	32	104	0	9	0	9	0	0	0	0
+30 mins.	0	41	12	53	0	112	42	154	0	16	0	16	0	0	0	0
+45 mins.	0	42	7	49	0	82	18	100	0	19	0	19	0	0	0	0
Total Volume	0	127	46	173	0	345	123	468	0	58	0	58	0	0	0	0
% App. Total	0	73.4	26.6		0	73.7	26.3		0	100	0		0	0	0	
PHF	.000	.756	.767	.816	.000	.770	.732	.760	.000	.763	.000	.763	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

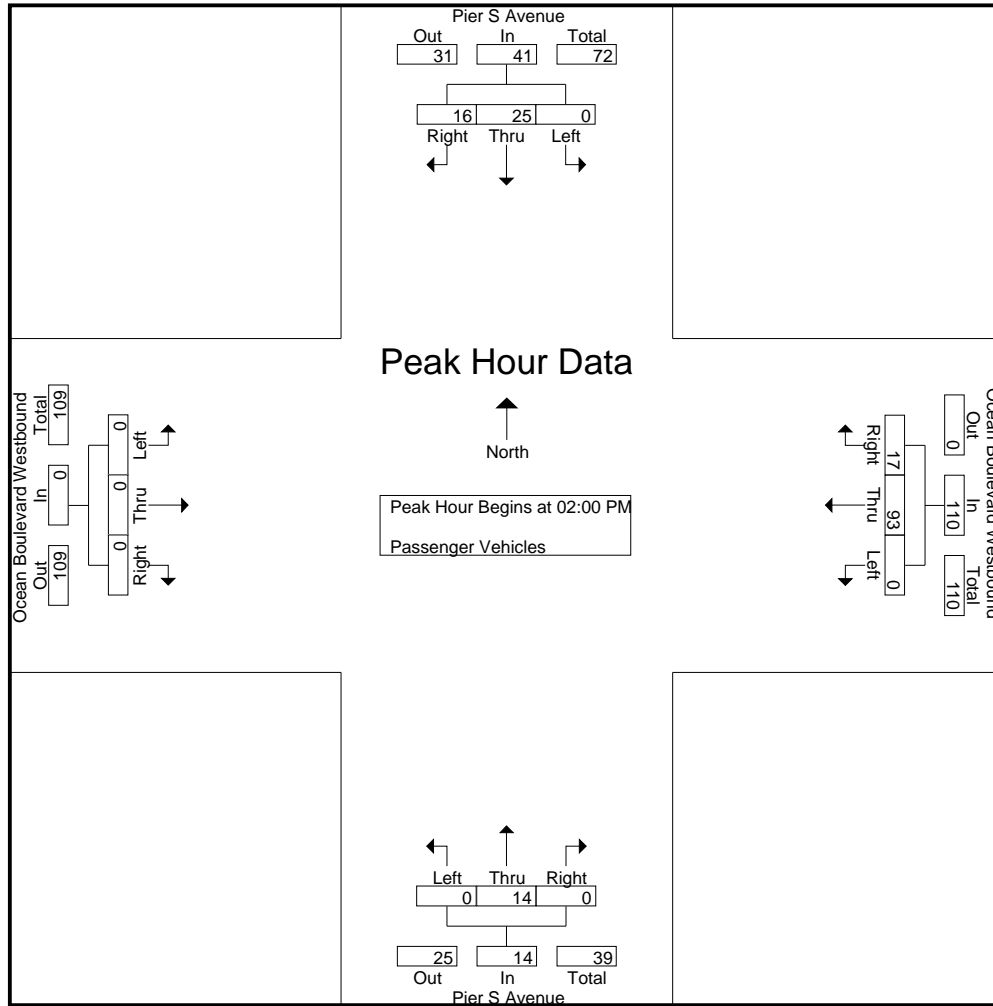
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	4	10	14	0	27	7	34	0	9	0	9	0	0	0	0	57
01:15 PM	0	1	5	6	0	16	4	20	0	6	0	6	0	0	0	0	32
01:30 PM	0	4	3	7	0	15	2	17	0	3	0	3	0	0	0	0	27
01:45 PM	0	3	7	10	0	13	7	20	0	5	0	5	0	0	0	0	35
Total	0	12	25	37	0	71	20	91	0	23	0	23	0	0	0	0	151
02:00 PM	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0	41
02:15 PM	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0	32
02:30 PM	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0	54
02:45 PM	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0	38
Total	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0	165
Grand Total	0	37	41	78	0	164	37	201	0	37	0	37	0	0	0	0	316
Apprch %	0	47.4	52.6		0	81.6	18.4		0	100	0		0	0	0		
Total %	0	11.7	13	24.7	0	51.9	11.7	63.6	0	11.7	0	11.7	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0	41
02:15 PM	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0	32
02:30 PM	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0	54
02:45 PM	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0	38
Total Volume	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0	165
% App. Total	0	61	39		0	84.5	15.5		0	100	0		0	0	0		
PHF	.000	.694	.800	.732	.000	.727	.425	.655	.000	.700	.000	.700	.000	.000	.000	.000	.764

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	7	3	10	0	24	2	26	0	5	0	5	0	0	0	0
+15 mins.	0	1	5	6	0	18	4	22	0	4	0	4	0	0	0	0
+30 mins.	0	8	3	11	0	32	10	42	0	1	0	1	0	0	0	0
+45 mins.	0	9	5	14	0	19	1	20	0	4	0	4	0	0	0	0
Total Volume	0	25	16	41	0	93	17	110	0	14	0	14	0	0	0	0
% App. Total	0	61	39		0	84.5	15.5		0	100	0		0	0	0	
PHF	.000	.694	.800	.732	.000	.727	.425	.655	.000	.700	.000	.700	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

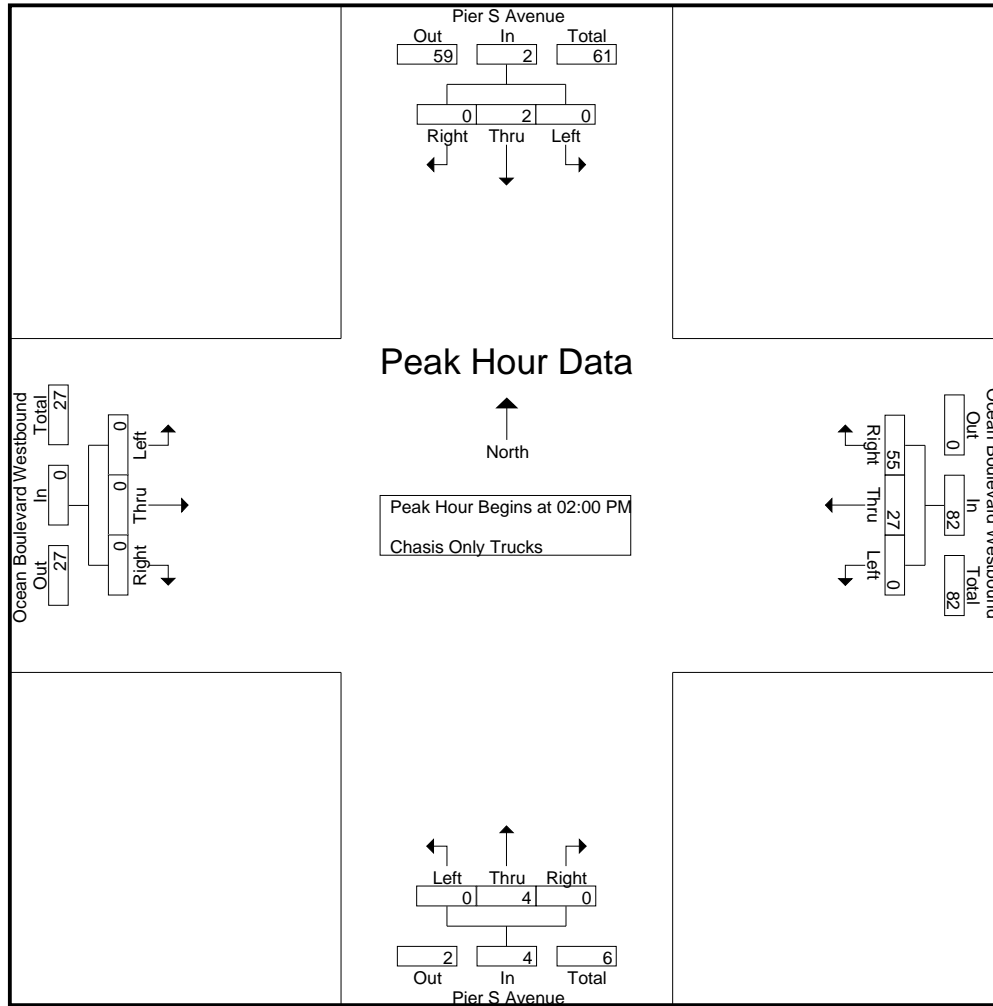
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	1	3	0	2	6	8	0	1	0	1	0	0	0	0	12
01:15 PM	0	1	0	1	0	1	2	3	0	3	0	3	0	0	0	0	7
01:30 PM	0	4	0	4	0	3	5	8	0	2	0	2	0	0	0	0	14
01:45 PM	0	1	0	1	0	7	11	18	0	1	0	1	0	0	0	0	20
Total	0	8	1	9	0	13	24	37	0	7	0	7	0	0	0	0	53
02:00 PM	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0	29
02:15 PM	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0	27
02:45 PM	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0	15
Total	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0	88
Grand Total	0	10	1	11	0	40	79	119	0	11	0	11	0	0	0	0	141
Apprch %	0	90.9	9.1		0	33.6	66.4		0	100	0		0	0	0		
Total %	0	7.1	0.7	7.8	0	28.4	56	84.4	0	7.8	0	7.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0	29
02:15 PM	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0	17
02:30 PM	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0	27
02:45 PM	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0	15
Total Volume	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0	88
% App. Total	0	100	0		0	32.9	67.1		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.844	.688	.759	.000	.500	.000	.500	.000	.000	.000	.000	.759

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	7	20	27	0	2	0	2	0	0	0	0
+15 mins.	0	1	0	1	0	6	10	16	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	8	18	26	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	6	7	13	0	1	0	1	0	0	0	0
Total Volume	0	2	0	2	0	27	55	82	0	4	0	4	0	0	0	0
% App. Total	0	100	0	0	0	32.9	67.1	0	0	100	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.844	.688	.759	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

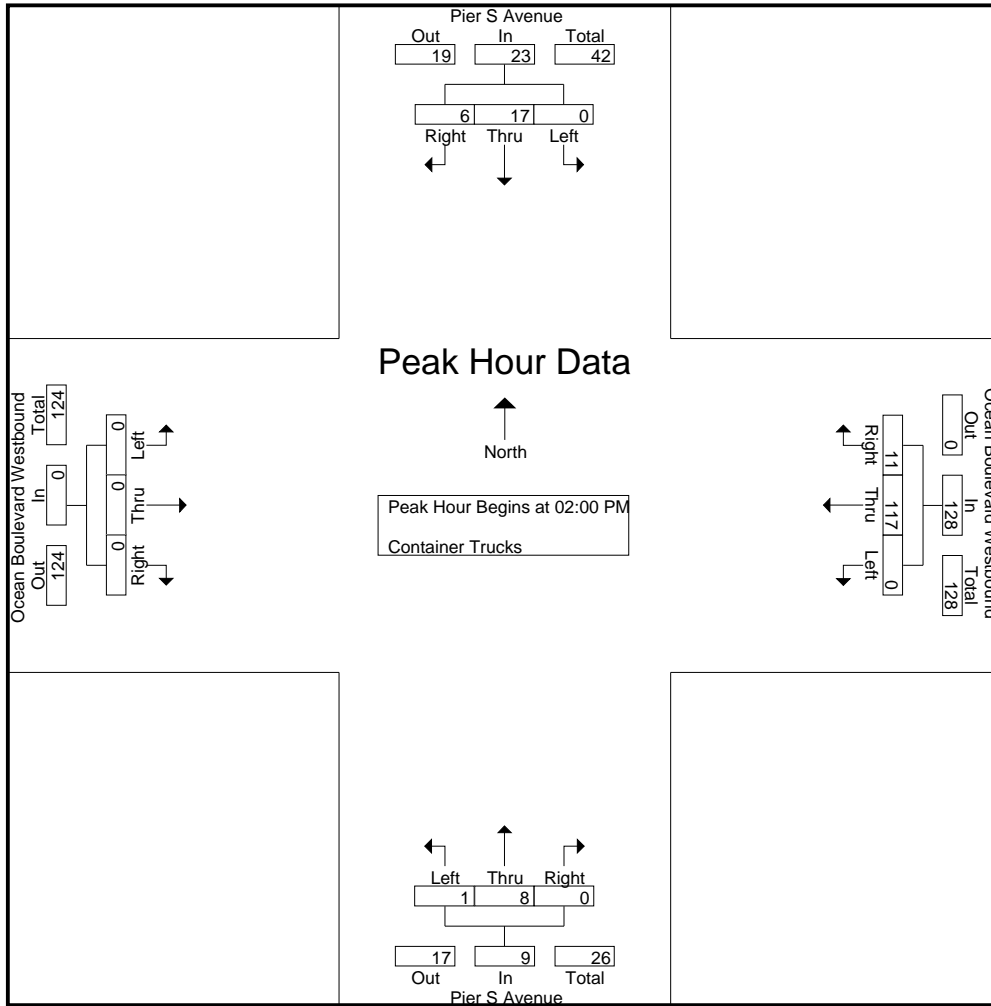
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	4	5	0	9	7	16	0	1	0	1	0	0	0	0	22
01:15 PM	0	5	1	6	0	20	3	23	0	1	0	1	0	0	0	0	30
01:30 PM	0	3	3	6	0	13	4	17	0	0	0	0	0	0	0	0	23
01:45 PM	0	4	2	6	0	29	2	31	0	4	0	4	0	0	0	0	41
Total	0	13	10	23	0	71	16	87	0	6	0	6	0	0	0	0	116
02:00 PM	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0	29
02:15 PM	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0	33
02:30 PM	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0	59
02:45 PM	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0	39
Total	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0	160
Grand Total	0	30	16	46	0	188	27	215	1	14	0	15	0	0	0	0	276
Apprch %	0	65.2	34.8		0	87.4	12.6		6.7	93.3	0		0	0	0		
Total %	0	10.9	5.8	16.7	0	68.1	9.8	77.9	0.4	5.1	0	5.4	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0	29
02:15 PM	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0	33
02:30 PM	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0	59
02:45 PM	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0	39
Total Volume	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0	160
% App. Total	0	73.9	26.1		0	91.4	8.6		11.1	88.9	0		0	0	0		
PHF	.000	.531	.500	.523	.000	.713	.458	.711	.250	.400	.000	.450	.000	.000	.000	.000	.678

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	2	3	0	21	0	21	0	5	0	5	0	0	0	0
+15 mins.	0	3	1	4	0	23	6	29	0	0	0	0	0	0	0	0
+30 mins.	0	8	3	11	0	41	4	45	1	2	0	3	0	0	0	0
+45 mins.	0	5	0	5	0	32	1	33	0	1	0	1	0	0	0	0
Total Volume	0	17	6	23	0	117	11	128	1	8	0	9	0	0	0	0
% App. Total	0	73.9	26.1		0	91.4	8.6		11.1	88.9	0		0	0	0	
PHF	.000	.531	.500	.523	.000	.713	.458	.711	.250	.400	.000	.450	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

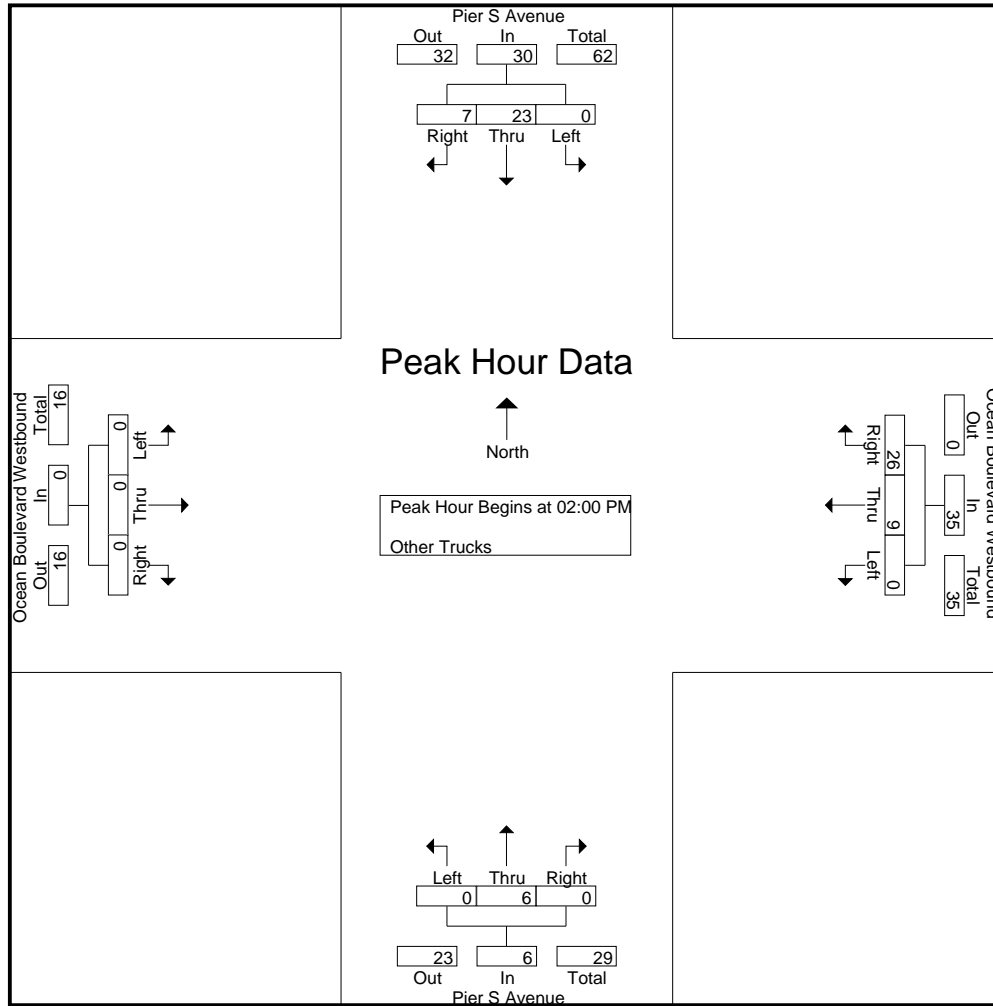
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	7	2	9	0	2	13	15	0	0	0	0	0	0	0	0	0	24
01:15 PM	0	6	1	7	0	6	3	9	0	3	0	3	0	0	0	0	0	19
01:30 PM	0	1	0	1	0	6	5	11	0	0	0	0	0	0	0	0	0	12
01:45 PM	0	5	3	8	0	2	6	8	0	0	0	0	0	0	0	0	0	16
Total	0	19	6	25	0	16	27	43	0	3	0	3	0	0	0	0	0	71
02:00 PM	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0	0	12
02:15 PM	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0	0	18
02:30 PM	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0	0	23
02:45 PM	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0	0	18
Total	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0	0	71
Grand Total	0	42	13	55	0	25	53	78	0	9	0	9	0	0	0	0	0	142
Apprch %	0	76.4	23.6		0	32.1	67.9		0	100	0		0	0	0			
Total %	0	29.6	9.2	38.7	0	17.6	37.3	54.9	0	6.3	0	6.3	0	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 02:00 PM																		
02:00 PM	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0	0	12
02:15 PM	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0	0	18
02:30 PM	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0	0	23
02:45 PM	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0	0	18
Total Volume	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0	0	71
% App. Total	0	76.7	23.3		0	25.7	74.3		0	100	0		0	0	0			
PHF	.000	.719	.583	.750	.000	.563	.813	.729	.000	.500	.000	.500	.000	.000	.000	.000	.000	.772

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWMD
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	3	2	5	0	1	5	6	0	1	0	1	0	0	0	0
+15 mins.	0	4	3	7	0	2	7	9	0	2	0	2	0	0	0	0
+30 mins.	0	8	0	8	0	4	8	12	0	3	0	3	0	0	0	0
+45 mins.	0	8	2	10	0	2	6	8	0	0	0	0	0	0	0	0
Total Volume	0	23	7	30	0	9	26	35	0	6	0	6	0	0	0	0
% App. Total	0	76.7	23.3		0	25.7	74.3		0	100	0		0	0	0	
PHF	.000	.719	.583	.750	.000	.563	.813	.729	.000	.500	.000	.500	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

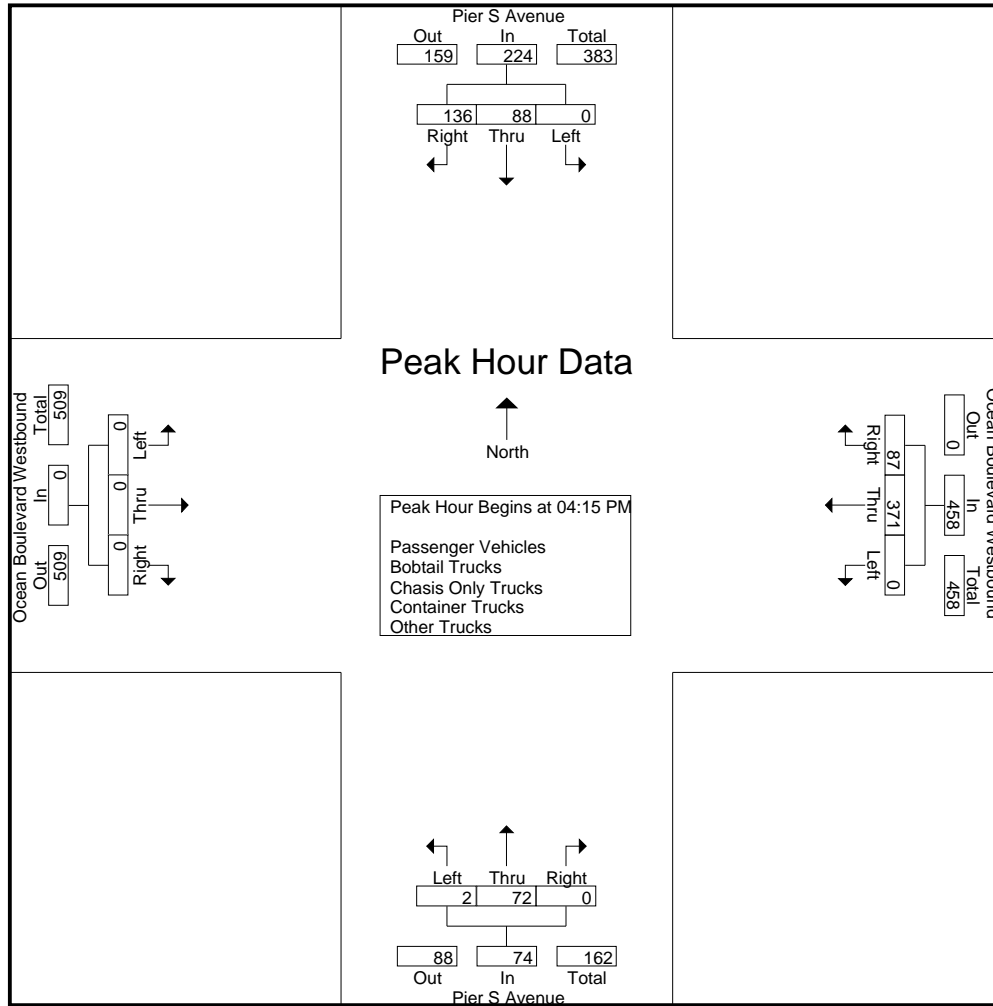
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	19	18	37	0	65	17	82	0	10	0	10	0	0	0	0	129
04:15 PM	0	17	26	43	0	75	21	96	1	10	0	11	0	0	0	0	150
04:30 PM	0	21	21	42	0	94	25	119	0	18	0	18	0	0	0	0	179
04:45 PM	0	26	56	82	0	102	24	126	1	21	0	22	0	0	0	0	230
Total	0	83	121	204	0	336	87	423	2	59	0	61	0	0	0	0	688
05:00 PM	0	24	33	57	0	100	17	117	0	23	0	23	0	0	0	0	197
05:15 PM	0	15	10	25	0	83	13	96	0	17	0	17	0	0	0	0	138
05:30 PM	0	6	6	12	0	79	18	97	1	24	0	25	0	0	0	0	134
05:45 PM	0	0	6	6	1	84	10	95	0	13	0	13	0	0	0	0	114
Total	0	45	55	100	1	346	58	405	1	77	0	78	0	0	0	0	583
Grand Total	0	128	176	304	1	682	145	828	3	136	0	139	0	0	0	0	1271
Apprch %	0	42.1	57.9		0.1	82.4	17.5		2.2	97.8	0		0	0	0		
Total %	0	10.1	13.8	23.9	0.1	53.7	11.4	65.1	0.2	10.7	0	10.9	0	0	0	0	
Passenger Vehicles	0	85	145	230	0	302	81	383	1	114	0	115	0	0	0	0	728
% Passenger Vehicles	0	66.4	82.4	75.7	0	44.3	55.9	46.3	33.3	83.8	0	82.7	0	0	0	0	57.3
Bobtail Trucks	0	18	21	39	1	174	14	189	1	10	0	11	0	0	0	0	239
% Bobtail Trucks	0	14.1	11.9	12.8	100	25.5	9.7	22.8	33.3	7.4	0	7.9	0	0	0	0	18.8
Chasis Only Trucks	0	3	0	3	0	20	11	31	0	1	0	1	0	0	0	0	35
% Chasis Only Trucks	0	2.3	0	1	0	2.9	7.6	3.7	0	0.7	0	0.7	0	0	0	0	2.8
Container Trucks	0	10	5	15	0	176	29	205	1	3	0	4	0	0	0	0	224
% Container Trucks	0	7.8	2.8	4.9	0	25.8	20	24.8	33.3	2.2	0	2.9	0	0	0	0	17.6
Other Trucks	0	12	5	17	0	10	10	20	0	8	0	8	0	0	0	0	45
% Other Trucks	0	9.4	2.8	5.6	0	1.5	6.9	2.4	0	5.9	0	5.8	0	0	0	0	3.5

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	17	26	43	0	75	21	96	1	10	0	11	0	0	0	0	150
04:30 PM	0	21	21	42	0	94	25	119	0	18	0	18	0	0	0	0	179
04:45 PM	0	26	56	82	0	102	24	126	1	21	0	22	0	0	0	0	230
05:00 PM	0	24	33	57	0	100	17	117	0	23	0	23	0	0	0	0	197
Total Volume	0	88	136	224	0	371	87	458	2	72	0	74	0	0	0	0	756
% App. Total	0	39.3	60.7		0	81	19		2.7	97.3	0		0	0	0		
PHF	.000	.846	.607	.683	.000	.909	.870	.909	.500	.783	.000	.804	.000	.000	.000	.000	.822

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	0	17	26	43	0	75	21	96	1	21	0	22	0	0	0	0
+15 mins.	0	21	21	42	0	94	25	119	0	23	0	23	0	0	0	0
+30 mins.	0	26	56	82	0	102	24	126	0	17	0	17	0	0	0	0
+45 mins.	0	24	33	57	0	100	17	117	1	24	0	25	0	0	0	0
Total Volume	0	88	136	224	0	371	87	458	2	85	0	87	0	0	0	0
% App. Total	0	39.3	60.7		0	81	19		2.3	97.7	0		0	0	0	
PHF	.000	.846	.607	.683	.000	.909	.870	.909	.500	.885	.000	.870	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

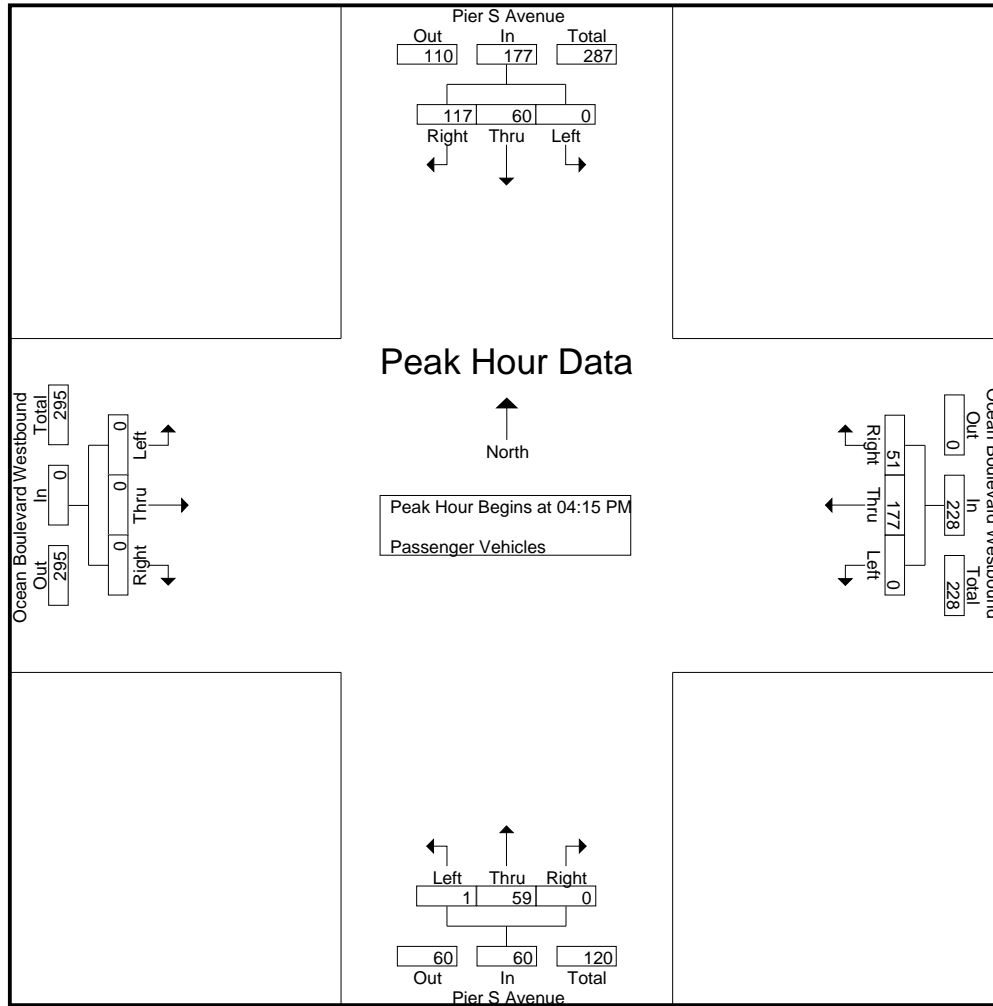
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	10	17	0	28	6	34	0	4	0	4	0	0	0	0	55
04:15 PM	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0	79
04:30 PM	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0	98
04:45 PM	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0	157
Total	0	45	98	143	0	156	46	202	1	43	0	44	0	0	0	0	389
05:00 PM	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0	131
05:15 PM	0	13	8	21	0	39	8	47	0	15	0	15	0	0	0	0	83
05:30 PM	0	5	6	11	0	27	9	36	0	23	0	23	0	0	0	0	70
05:45 PM	0	0	4	4	0	31	7	38	0	13	0	13	0	0	0	0	55
Total	0	40	47	87	0	146	35	181	0	71	0	71	0	0	0	0	339
Grand Total	0	85	145	230	0	302	81	383	1	114	0	115	0	0	0	0	728
Apprch %	0	37	63		0	78.9	21.1		0.9	99.1	0		0	0	0		
Total %	0	11.7	19.9	31.6	0	41.5	11.1	52.6	0.1	15.7	0	15.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0	79
04:30 PM	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0	98
04:45 PM	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0	157
05:00 PM	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0	131
Total Volume	0	60	117	177	0	177	51	228	1	59	0	60	0	0	0	0	465
% App. Total	0	33.9	66.1		0	77.6	22.4		1.7	98.3	0		0	0	0		
PHF	.000	.682	.563	.606	.000	.903	.850	.919	.250	.702	.000	.682	.000	.000	.000	.000	.740

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	8	21	29	0	33	11	44	0	6	0	6	0	0	0	0
+15 mins.	0	9	15	24	0	47	15	62	0	12	0	12	0	0	0	0
+30 mins.	0	21	52	73	0	48	14	62	1	21	0	22	0	0	0	0
+45 mins.	0	22	29	51	0	49	11	60	0	20	0	20	0	0	0	0
Total Volume	0	60	117	177	0	177	51	228	1	59	0	60	0	0	0	0
% App. Total	0	33.9	66.1		0	77.6	22.4		1.7	98.3	0		0	0	0	
PHF	.000	.682	.563	.606	.000	.903	.850	.919	.250	.702	.000	.682	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

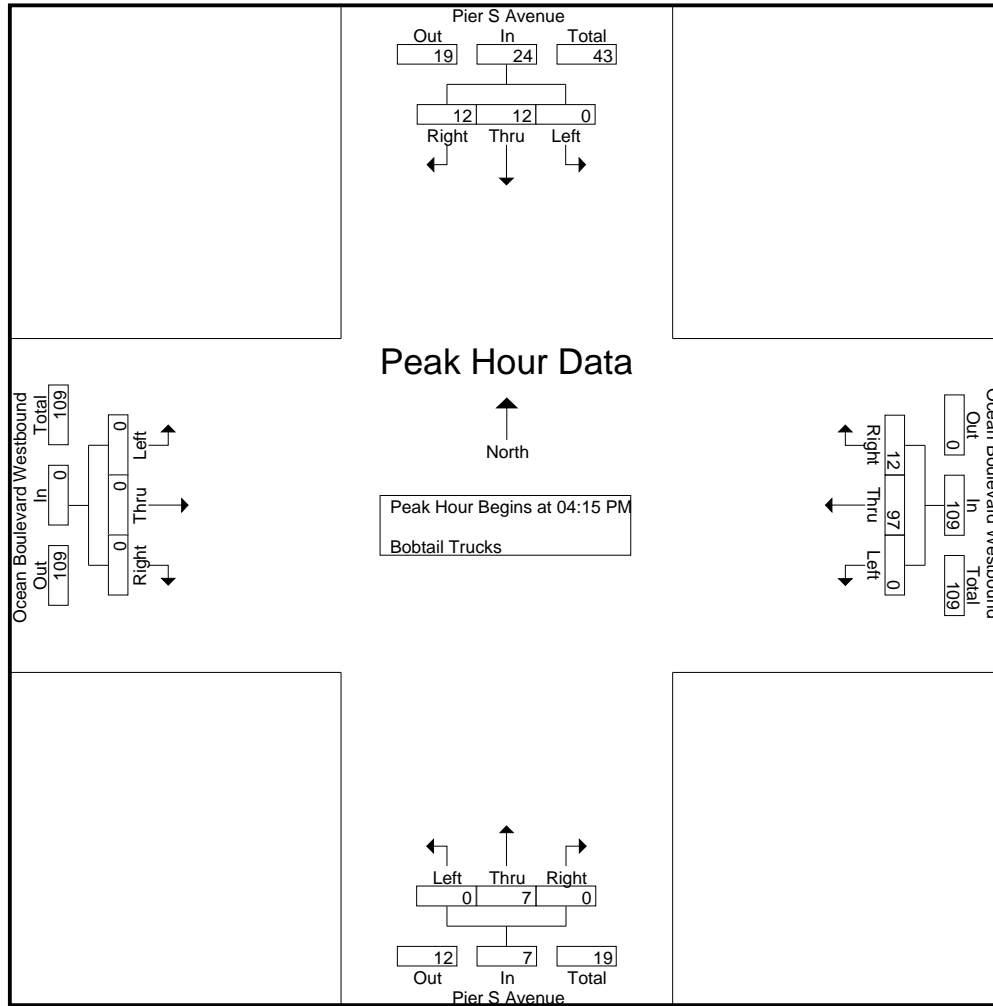
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	7	12	0	16	0	16	0	3	0	3	0	0	0	0	31
04:15 PM	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0	31
04:30 PM	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0	46
04:45 PM	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0	32
Total	0	17	16	33	0	89	9	98	0	9	0	9	0	0	0	0	140
05:00 PM	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0	31
05:15 PM	0	0	1	1	0	20	0	20	0	0	0	0	0	0	0	0	21
05:30 PM	0	1	0	1	0	22	1	23	1	0	0	1	0	0	0	0	25
05:45 PM	0	0	1	1	1	19	1	21	0	0	0	0	0	0	0	0	22
Total	0	1	5	6	1	85	5	91	1	1	0	2	0	0	0	0	99
Grand Total	0	18	21	39	1	174	14	189	1	10	0	11	0	0	0	0	239
Apprch %	0	46.2	53.8		0.5	92.1	7.4		9.1	90.9	0		0	0	0		
Total %	0	7.5	8.8	16.3	0.4	72.8	5.9	79.1	0.4	4.2	0	4.6	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0	31
04:30 PM	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0	46
04:45 PM	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0	32
05:00 PM	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0	31
Total Volume	0	12	12	24	0	97	12	109	0	7	0	7	0	0	0	0	140
% App. Total	0	50	50		0	89	11		0	100	0		0	0	0		
PHF	.000	.429	.750	.545	.000	.836	.500	.879	.000	.438	.000	.438	.000	.000	.000	.000	.761

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	5	4	9	0	19	1	20	0	2	0	2	0	0	0	0
+15 mins.	0	7	4	11	0	25	6	31	0	4	0	4	0	0	0	0
+30 mins.	0	0	1	1	0	29	2	31	0	0	0	0	0	0	0	0
+45 mins.	0	0	3	3	0	24	3	27	0	1	0	1	0	0	0	0
Total Volume	0	12	12	24	0	97	12	109	0	7	0	7	0	0	0	0
% App. Total	0	50	50		0	89	11		0	100	0		0	0	0	
PHF	.000	.429	.750	.545	.000	.836	.500	.879	.000	.438	.000	.438	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

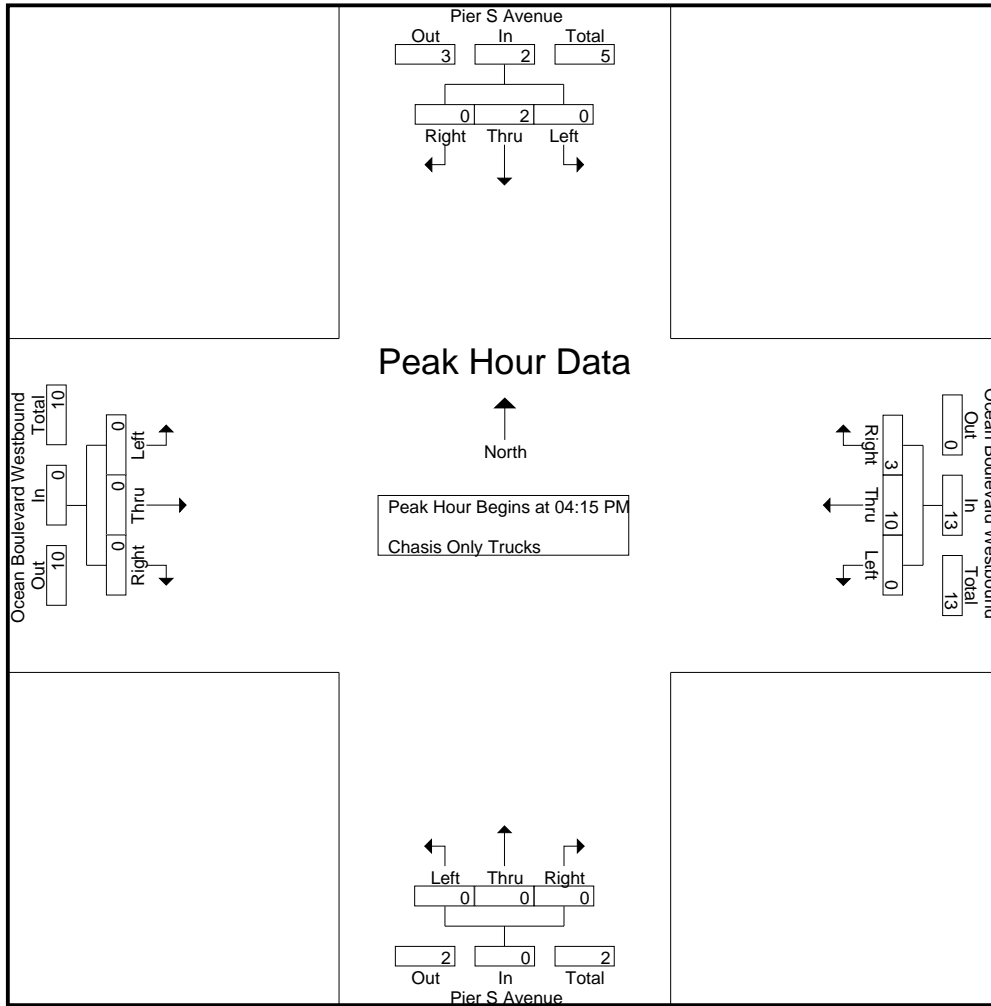
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	4	7	11	0	1	0	1	0	0	0	0	13
04:15 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	8
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	3	0	11	10	21	0	1	0	1	0	0	0	0	25
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	9	1	10	0	0	0	0	0	0	0	0	10
Grand Total	0	3	0	3	0	20	11	31	0	1	0	1	0	0	0	0	35
Apprch %	0	100	0		0	64.5	35.5		0	100	0		0	0	0		
Total %	0	8.6	0	8.6	0	57.1	31.4	88.6	0	2.9	0	2.9	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	8
04:30 PM	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	2	0	2	0	10	3	13	0	0	0	0	0	0	0	0	15
% App. Total	0	100	0		0	76.9	23.1		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.500	.250	.406	.000	.000	.000	.000	.000	.000	.000	.000	.469

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	10	3	13	0	0	0	0	0	0	0	0
% App. Total	0	100	0	0	0	76.9	23.1	0	0	0	0	0	0	0	0	0
PHF	.000	.500	.000	.500	.000	.500	.250	.406	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

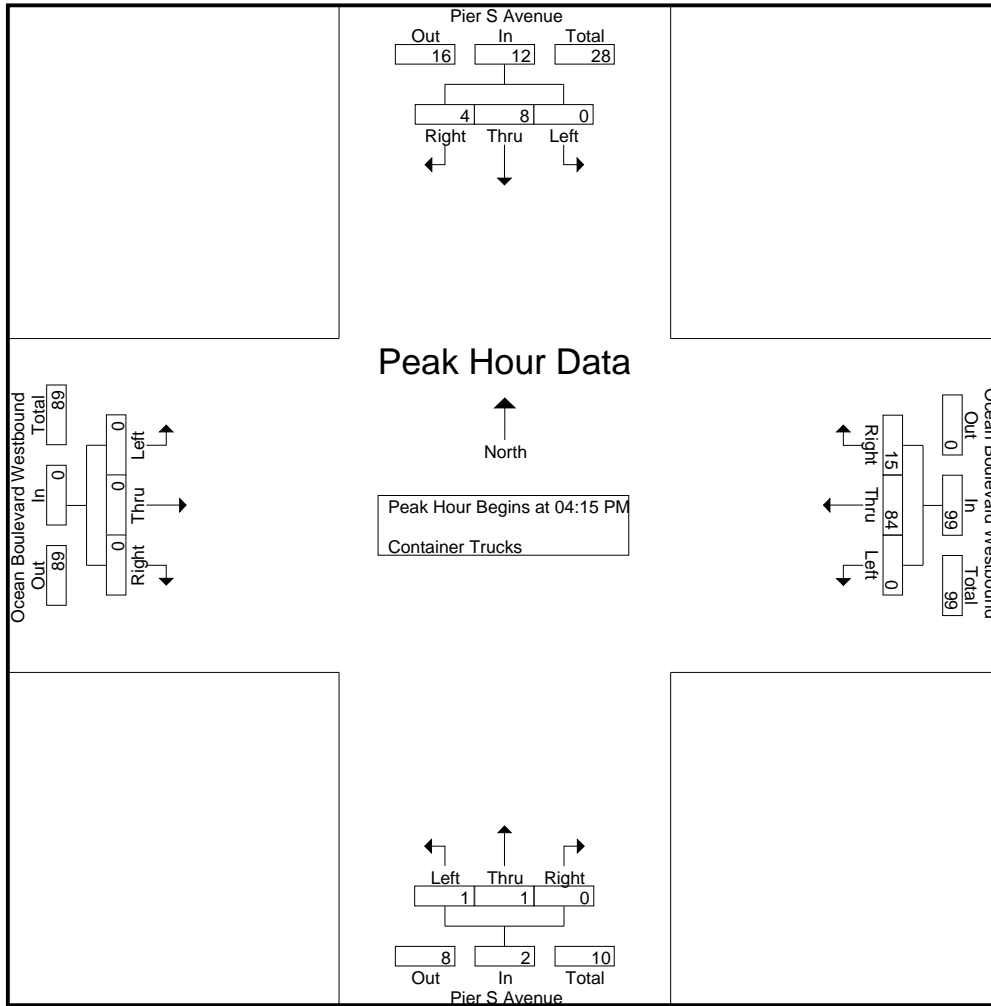
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	14	3	17	0	1	0	1	0	0	0	0	20
04:15 PM	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0	25
04:30 PM	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0	26
04:45 PM	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0	32
Total	0	8	3	11	0	74	15	89	1	2	0	3	0	0	0	0	103
05:00 PM	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0	30
05:15 PM	0	0	1	1	0	19	5	24	0	1	0	1	0	0	0	0	26
05:30 PM	0	0	0	0	0	28	6	34	0	0	0	0	0	0	0	0	34
05:45 PM	0	0	0	0	0	31	0	31	0	0	0	0	0	0	0	0	31
Total	0	2	2	4	0	102	14	116	0	1	0	1	0	0	0	0	121
Grand Total	0	10	5	15	0	176	29	205	1	3	0	4	0	0	0	0	224
Apprch %	0	66.7	33.3		0	85.9	14.1		25	75	0		0	0	0		
Total %	0	4.5	2.2	6.7	0	78.6	12.9	91.5	0.4	1.3	0	1.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0	25
04:30 PM	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0	26
04:45 PM	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0	32
05:00 PM	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0	30
Total Volume	0	8	4	12	0	84	15	99	1	1	0	2	0	0	0	0	113
% App. Total	0	66.7	33.3		0	84.8	15.2		50	50	0		0	0	0		
PHF	.000	1.00	.500	.750	.000	.875	.938	.884	.250	.250	.000	.250	.000	.000	.000	.000	.883

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	0	2	0	17	4	21	1	1	0	2	0	0	0	0
+15 mins.	0	2	1	3	0	19	4	23	0	0	0	0	0	0	0	0
+30 mins.	0	2	2	4	0	24	4	28	0	0	0	0	0	0	0	0
+45 mins.	0	2	1	3	0	24	3	27	0	0	0	0	0	0	0	0
Total Volume	0	8	4	12	0	84	15	99	1	1	0	2	0	0	0	0
% App. Total	0	66.7	33.3		0	84.8	15.2		50	50	0		0	0	0	
PHF	.000	1.000	.500	.750	.000	.875	.938	.884	.250	.250	.000	.250	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

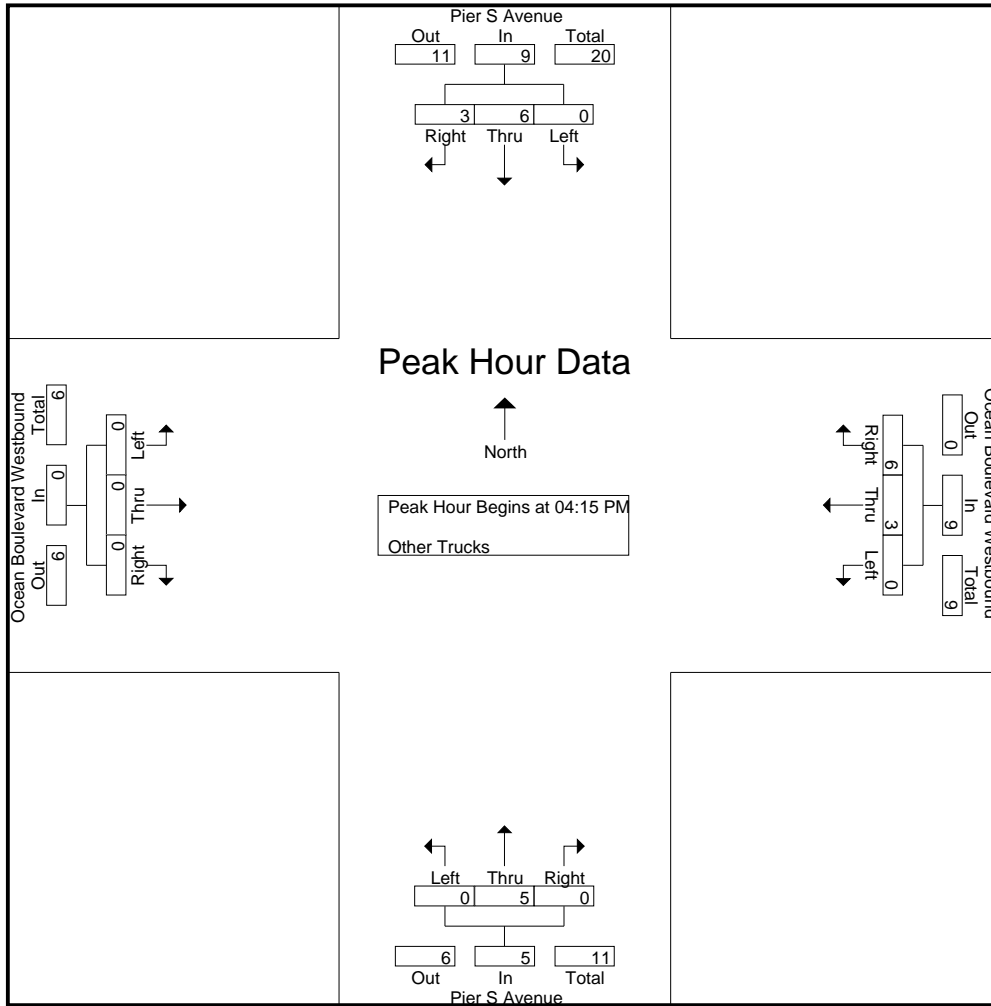
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	1	5	0	3	1	4	0	1	0	1	0	0	0	0	10
04:15 PM	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	7
04:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
04:45 PM	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0	8
Total	0	10	4	14	0	6	7	13	0	4	0	4	0	0	0	0	31
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
05:15 PM	0	2	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
05:45 PM	0	0	1	1	0	1	2	3	0	0	0	0	0	0	0	0	4
Total	0	2	1	3	0	4	3	7	0	4	0	4	0	0	0	0	14
Grand Total	0	12	5	17	0	10	10	20	0	8	0	8	0	0	0	0	45
Apprch %	0	70.6	29.4		0	50	50		0	100	0		0	0	0		
Total %	0	26.7	11.1	37.8	0	22.2	22.2	44.4	0	17.8	0	17.8	0	0	0	0	

Start Time	Pier S Avenue Southbound				Ocean Boulevard Westbound Westbound				Pier S Avenue Northbound				Ocean Boulevard Westbound Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0	7
04:30 PM	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0	6
04:45 PM	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total Volume	0	6	3	9	0	3	6	9	0	5	0	5	0	0	0	0	23
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0		
PHF	.000	.750	.750	.750	.000	.750	.375	.450	.000	.625	.000	.625	.000	.000	.000	.000	.719

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Westbound
 Weather: Sunny

File Name : LBCPIOCWPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	1	3	0	1	2	3	0	1	0	1	0	0	0	0
+15 mins.	0	2	1	3	0	1	0	1	0	2	0	2	0	0	0	0
+30 mins.	0	2	1	3	0	1	4	5	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	6	3	9	0	3	6	9	0	5	0	5	0	0	0	0
% App. Total	0	66.7	33.3		0	33.3	66.7		0	100	0		0	0	0	
PHF	.000	.750	.750	.750	.000	.750	.375	.450	.000	.625	.000	.625	.000	.000	.000	.000

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

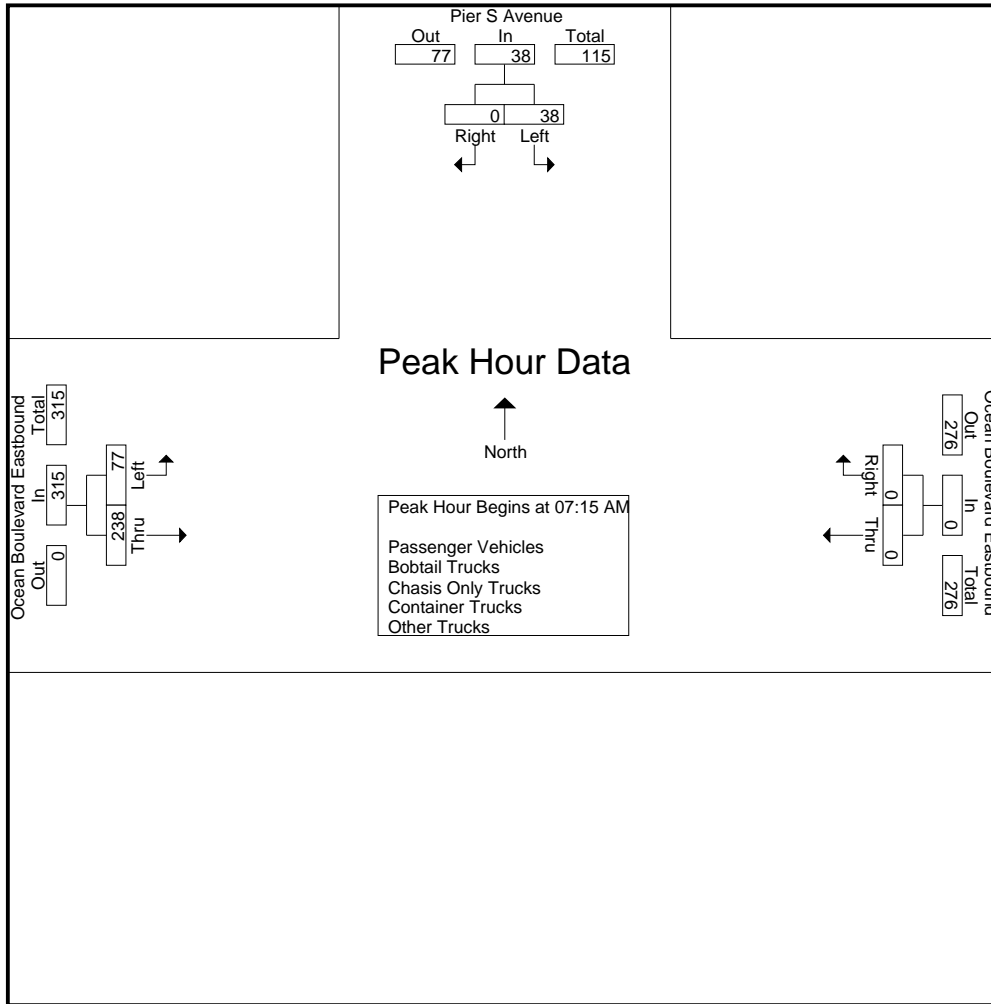
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	5	0	5	0	0	0	21	41	62	67
07:15 AM	9	0	9	0	0	0	27	41	68	77
07:30 AM	8	0	8	0	0	0	21	77	98	106
07:45 AM	9	0	9	0	0	0	24	60	84	93
Total	31	0	31	0	0	0	93	219	312	343
08:00 AM	12	0	12	0	0	0	5	60	65	77
08:15 AM	11	0	11	0	0	0	6	40	46	57
08:30 AM	17	0	17	0	0	0	7	43	50	67
08:45 AM	19	0	19	0	0	0	18	63	81	100
Total	59	0	59	0	0	0	36	206	242	301
Grand Total	90	0	90	0	0	0	129	425	554	644
Apprch %	100	0		0	0		23.3	76.7		
Total %	14	0	14	0	0	0	20	66	86	
Passenger Vehicles	25	0	25	0	0	0	95	272	367	392
% Passenger Vehicles	27.8	0	27.8	0	0	0	73.6	64	66.2	60.9
Bobtail Trucks	13	0	13	0	0	0	14	87	101	114
% Bobtail Trucks	14.4	0	14.4	0	0	0	10.9	20.5	18.2	17.7
Chasis Only Trucks	3	0	3	0	0	0	5	10	15	18
% Chasis Only Trucks	3.3	0	3.3	0	0	0	3.9	2.4	2.7	2.8
Container Trucks	23	0	23	0	0	0	8	42	50	73
% Container Trucks	25.6	0	25.6	0	0	0	6.2	9.9	9	11.3
Other Trucks	26	0	26	0	0	0	7	14	21	47
% Other Trucks	28.9	0	28.9	0	0	0	5.4	3.3	3.8	7.3

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	9	0	9	0	0	0	27	41	68	77
07:30 AM	8	0	8	0	0	0	21	77	98	106
07:45 AM	9	0	9	0	0	0	24	60	84	93
08:00 AM	12	0	12	0	0	0	5	60	65	77
Total Volume	38	0	38	0	0	0	77	238	315	353
% App. Total	100	0		0	0		24.4	75.6		
PHF	.792	.000	.792	.000	.000	.000	.713	.773	.804	.833

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	9	0	9	0	0	0	27	41	68
+15 mins.	8	0	8	0	0	0	21	77	98
+30 mins.	9	0	9	0	0	0	24	60	84
+45 mins.	12	0	12	0	0	0	5	60	65
Total Volume	38	0	38	0	0	0	77	238	315
% App. Total	100	0		0	0		24.4	75.6	
PHF	.792	.000	.792	.000	.000	.000	.713	.773	.804

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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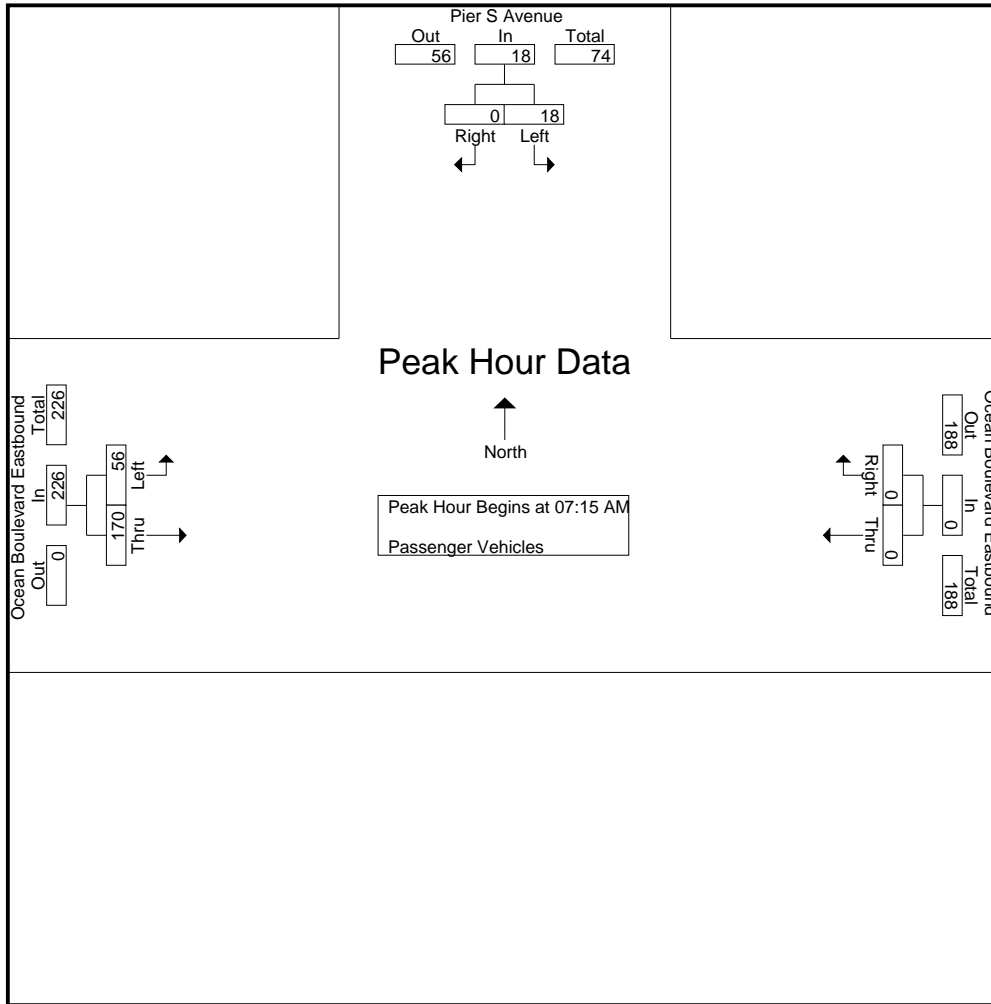
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	20	38	58	59
07:15 AM	6	0	6	0	0	0	21	23	44	50
07:30 AM	5	0	5	0	0	0	17	61	78	83
07:45 AM	1	0	1	0	0	0	15	48	63	64
Total	13	0	13	0	0	0	73	170	243	256
08:00 AM	6	0	6	0	0	0	3	38	41	47
08:15 AM	1	0	1	0	0	0	4	25	29	30
08:30 AM	4	0	4	0	0	0	4	17	21	25
08:45 AM	1	0	1	0	0	0	11	22	33	34
Total	12	0	12	0	0	0	22	102	124	136
Grand Total	25	0	25	0	0	0	95	272	367	392
Apprch %	100	0		0	0		25.9	74.1		
Total %	6.4	0	6.4	0	0	0	24.2	69.4	93.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	0	6	0	0	0	21	23	44	50
07:30 AM	5	0	5	0	0	0	17	61	78	83
07:45 AM	1	0	1	0	0	0	15	48	63	64
08:00 AM	6	0	6	0	0	0	3	38	41	47
Total Volume	18	0	18	0	0	0	56	170	226	244
% App. Total	100	0		0	0		24.8	75.2		
PHF	.750	.000	.750	.000	.000	.000	.667	.697	.724	.735

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	6	0	6	0	0	0	21	23	44
+15 mins.	5	0	5	0	0	0	17	61	78
+30 mins.	1	0	1	0	0	0	15	48	63
+45 mins.	6	0	6	0	0	0	3	38	41
Total Volume	18	0	18	0	0	0	56	170	226
% App. Total	100	0		0	0		24.8	75.2	
PHF	.750	.000	.750	.000	.000	.000	.667	.697	.724

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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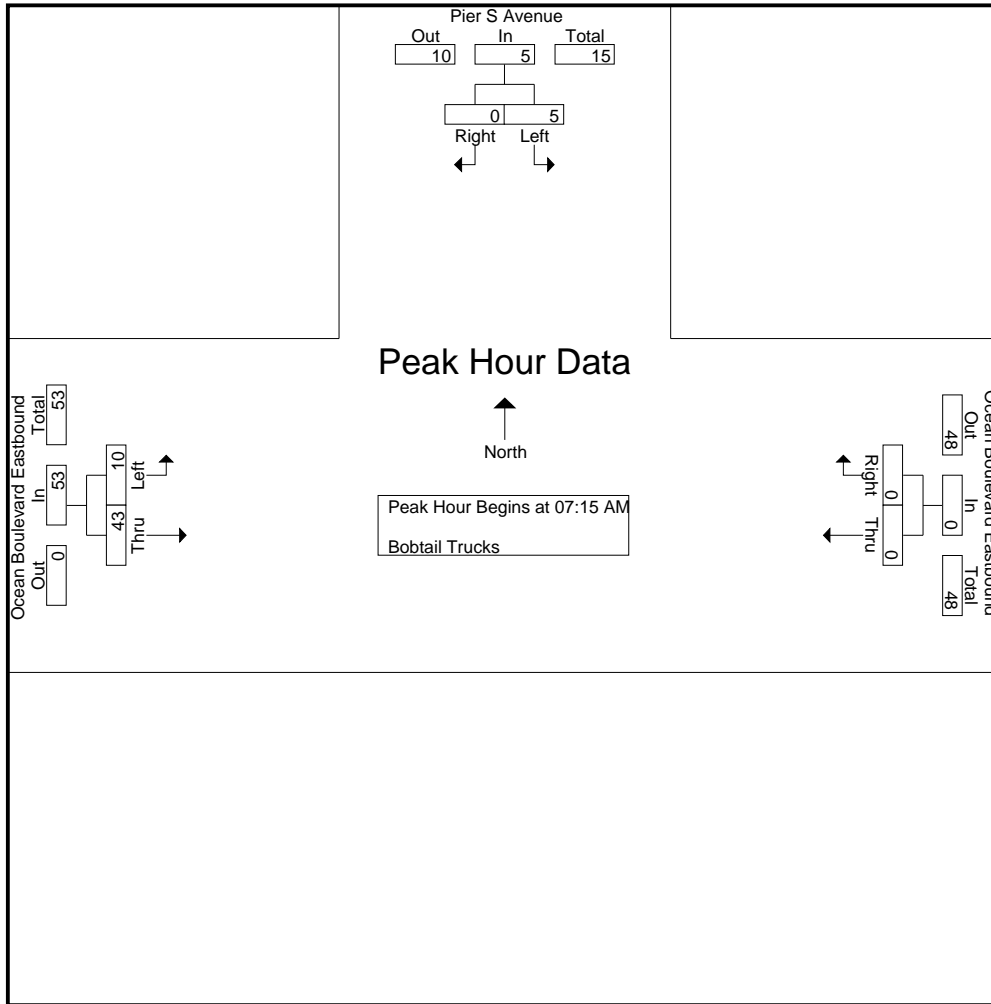
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	1	2	3	4
07:15 AM	2	0	2	0	0	0	6	13	19	21
07:30 AM	0	0	0	0	0	0	0	9	9	9
07:45 AM	2	0	2	0	0	0	3	8	11	13
Total	5	0	5	0	0	0	10	32	42	47
08:00 AM	1	0	1	0	0	0	1	13	14	15
08:15 AM	1	0	1	0	0	0	0	5	5	6
08:30 AM	0	0	0	0	0	0	0	13	13	13
08:45 AM	6	0	6	0	0	0	3	24	27	33
Total	8	0	8	0	0	0	4	55	59	67
Grand Total	13	0	13	0	0	0	14	87	101	114
Apprch %	100	0		0	0		13.9	86.1		
Total %	11.4	0	11.4	0	0	0	12.3	76.3	88.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	0	2	0	0	0	6	13	19	21
07:30 AM	0	0	0	0	0	0	0	9	9	9
07:45 AM	2	0	2	0	0	0	3	8	11	13
08:00 AM	1	0	1	0	0	0	1	13	14	15
Total Volume	5	0	5	0	0	0	10	43	53	58
% App. Total	100	0		0	0		18.9	81.1		
PHF	.625	.000	.625	.000	.000	.000	.417	.827	.697	.690

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	0	2	0	0	0	6	13	19
+15 mins.	0	0	0	0	0	0	0	9	9
+30 mins.	2	0	2	0	0	0	3	8	11
+45 mins.	1	0	1	0	0	0	1	13	14
Total Volume	5	0	5	0	0	0	10	43	53
% App. Total	100	0		0	0		18.9	81.1	
PHF	.625	.000	.625	.000	.000	.000	.417	.827	.697

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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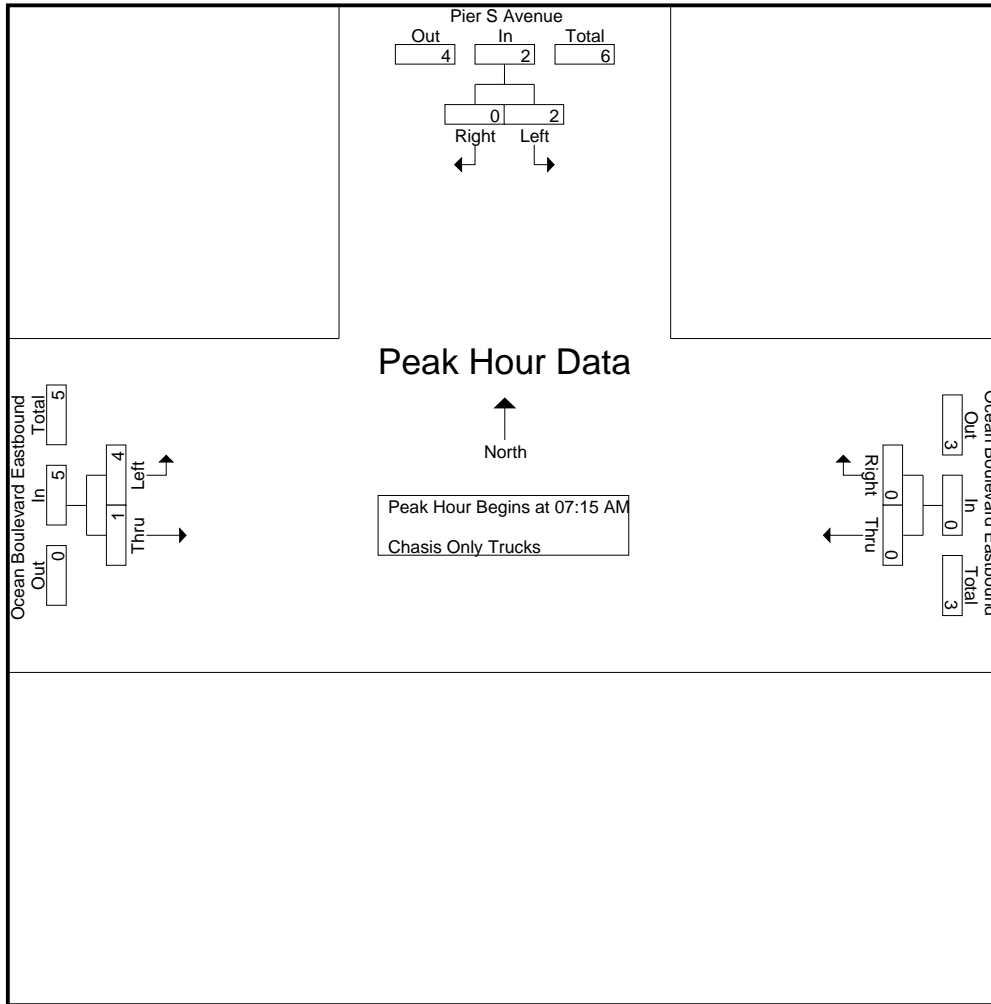
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
Total	2	0	2	0	0	0	4	0	4	6
08:00 AM	0	0	0	0	0	0	0	1	1	1
08:15 AM	1	0	1	0	0	0	0	1	1	2
08:30 AM	0	0	0	0	0	0	0	4	4	4
08:45 AM	0	0	0	0	0	0	1	4	5	5
Total	1	0	1	0	0	0	1	10	11	12
Grand Total	3	0	3	0	0	0	5	10	15	18
Apprch %	100	0		0	0		33.3	66.7		
Total %	16.7	0	16.7	0	0	0	27.8	55.6	83.3	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	2	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	3	0	3	3
08:00 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	0	2	0	0	0	4	1	5	7
% App. Total	100	0		0	0		80	20		
PHF	.250	.000	.250	.000	.000	.000	.333	.250	.417	.583

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	2	0	2	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	2	0	2	0	0	0	4	1	5
% App. Total	100	0		0	0		80	20	
PHF	.250	.000	.250	.000	.000	.000	.333	.250	.417

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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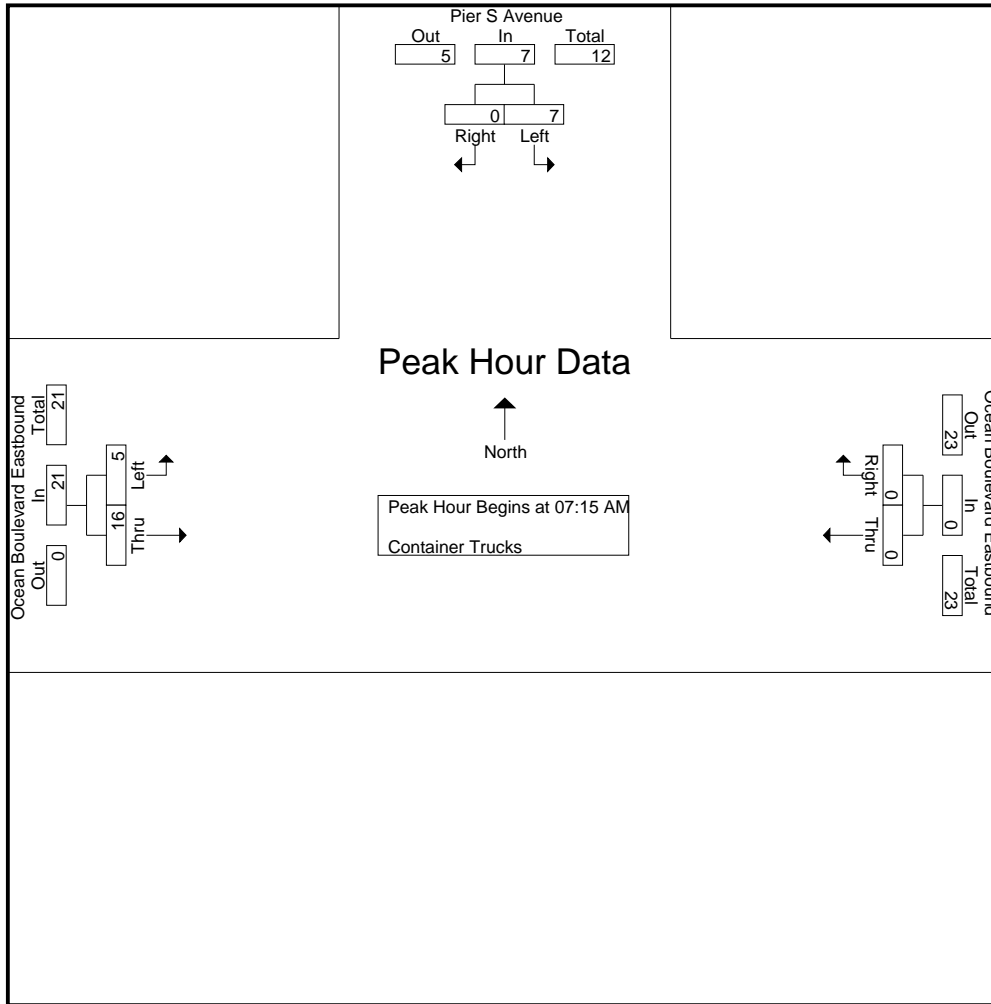
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	2	0	2	0	0	0	0	1	1	3
07:15 AM	1	0	1	0	0	0	0	3	3	4
07:30 AM	1	0	1	0	0	0	2	6	8	9
07:45 AM	2	0	2	0	0	0	2	1	3	5
Total	6	0	6	0	0	0	4	11	15	21
08:00 AM	3	0	3	0	0	0	1	6	7	10
08:15 AM	1	0	1	0	0	0	0	6	6	7
08:30 AM	7	0	7	0	0	0	3	8	11	18
08:45 AM	6	0	6	0	0	0	0	11	11	17
Total	17	0	17	0	0	0	4	31	35	52
Grand Total	23	0	23	0	0	0	8	42	50	73
Apprch %	100	0		0	0		16	84		
Total %	31.5	0	31.5	0	0	0	11	57.5	68.5	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	0	0	0	0	3	3	4
07:30 AM	1	0	1	0	0	0	2	6	8	9
07:45 AM	2	0	2	0	0	0	2	1	3	5
08:00 AM	3	0	3	0	0	0	1	6	7	10
Total Volume	7	0	7	0	0	0	5	16	21	28
% App. Total	100	0		0	0		23.8	76.2		
PHF	.583	.000	.583	.000	.000	.000	.625	.667	.656	.700

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	0	0	0	3	3
+15 mins.	1	0	1	0	0	0	2	6	8
+30 mins.	2	0	2	0	0	0	2	1	3
+45 mins.	3	0	3	0	0	0	1	6	7
Total Volume	7	0	7	0	0	0	5	16	21
% App. Total	100	0		0	0		23.8	76.2	
PHF	.583	.000	.583	.000	.000	.000	.625	.667	.656

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

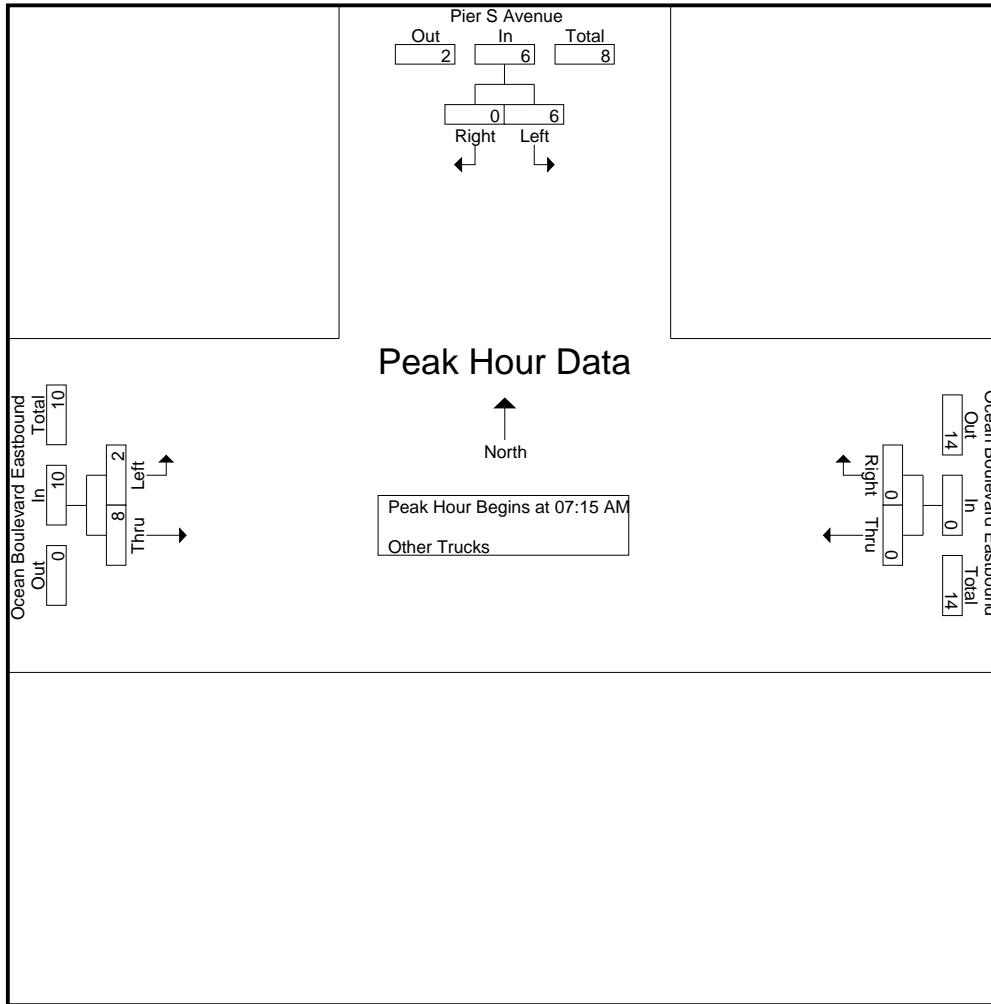
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	4	0	4	0	0	0	1	3	4	8
Total	5	0	5	0	0	0	2	6	8	13
08:00 AM	2	0	2	0	0	0	0	2	2	4
08:15 AM	7	0	7	0	0	0	2	3	5	12
08:30 AM	6	0	6	0	0	0	0	1	1	7
08:45 AM	6	0	6	0	0	0	3	2	5	11
Total	21	0	21	0	0	0	5	8	13	34
Grand Total	26	0	26	0	0	0	7	14	21	47
Apprch %	100	0		0	0		33.3	66.7		
Total %	55.3	0	55.3	0	0	0	14.9	29.8	44.7	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	0	0	0	0	0	1	1	2	2
07:45 AM	4	0	4	0	0	0	1	3	4	8
08:00 AM	2	0	2	0	0	0	0	2	2	4
Total Volume	6	0	6	0	0	0	2	8	10	16
% App. Total	100	0		0	0		20	80		
PHF	.375	.000	.375	.000	.000	.000	.500	.667	.625	.500

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBAM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	2	2
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	4	0	4	0	0	0	1	3	4
+45 mins.	2	0	2	0	0	0	0	2	2
Total Volume	6	0	6	0	0	0	2	8	10
% App. Total	100	0		0	0		20	80	
PHF	.375	.000	.375	.000	.000	.000	.500	.667	.625

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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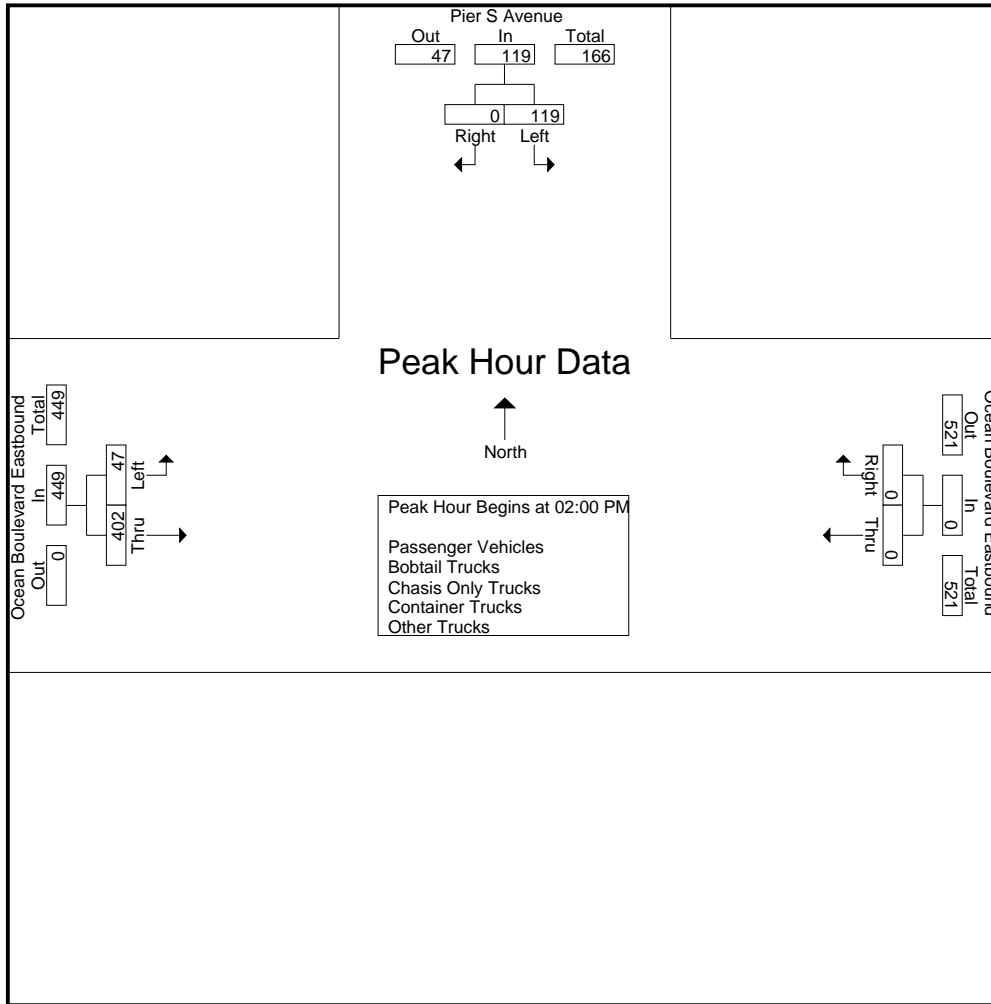
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	17	0	17	0	0	0	14	59	73	90
01:15 PM	34	0	34	0	0	0	12	69	81	115
01:30 PM	23	0	23	0	0	0	15	92	107	130
01:45 PM	21	0	21	0	0	0	18	97	115	136
Total	95	0	95	0	0	0	59	317	376	471
02:00 PM	18	0	18	0	0	0	19	106	125	143
02:15 PM	22	0	22	0	0	0	12	91	103	125
02:30 PM	32	0	32	0	0	0	9	107	116	148
02:45 PM	47	0	47	0	0	0	7	98	105	152
Total	119	0	119	0	0	0	47	402	449	568
Grand Total	214	0	214	0	0	0	106	719	825	1039
Apprch %	100	0		0	0		12.8	87.2		
Total %	20.6	0	20.6	0	0	0	10.2	69.2	79.4	
Passenger Vehicles	41	0	41	0	0	0	46	218	264	305
% Passenger Vehicles	19.2	0	19.2	0	0	0	43.4	30.3	32	29.4
Bobtail Trucks	83	0	83	0	0	0	26	233	259	342
% Bobtail Trucks	38.8	0	38.8	0	0	0	24.5	32.4	31.4	32.9
Chasis Only Trucks	9	0	9	0	0	0	14	41	55	64
% Chasis Only Trucks	4.2	0	4.2	0	0	0	13.2	5.7	6.7	6.2
Container Trucks	34	0	34	0	0	0	11	212	223	257
% Container Trucks	15.9	0	15.9	0	0	0	10.4	29.5	27	24.7
Other Trucks	47	0	47	0	0	0	9	15	24	71
% Other Trucks	22	0	22	0	0	0	8.5	2.1	2.9	6.8

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	18	0	18	0	0	0	19	106	125	143
02:15 PM	22	0	22	0	0	0	12	91	103	125
02:30 PM	32	0	32	0	0	0	9	107	116	148
02:45 PM	47	0	47	0	0	0	7	98	105	152
Total Volume	119	0	119	0	0	0	47	402	449	568
% App. Total	100	0		0	0		10.5	89.5		
PHF	.633	.000	.633	.000	.000	.000	.618	.939	.898	.934

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	18	0	18	0	0	0	19	106	125
+15 mins.	22	0	22	0	0	0	12	91	103
+30 mins.	32	0	32	0	0	0	9	107	116
+45 mins.	47	0	47	0	0	0	7	98	105
Total Volume	119	0	119	0	0	0	47	402	449
% App. Total	100	0		0	0		10.5	89.5	
PHF	.633	.000	.633	.000	.000	.000	.618	.939	.898

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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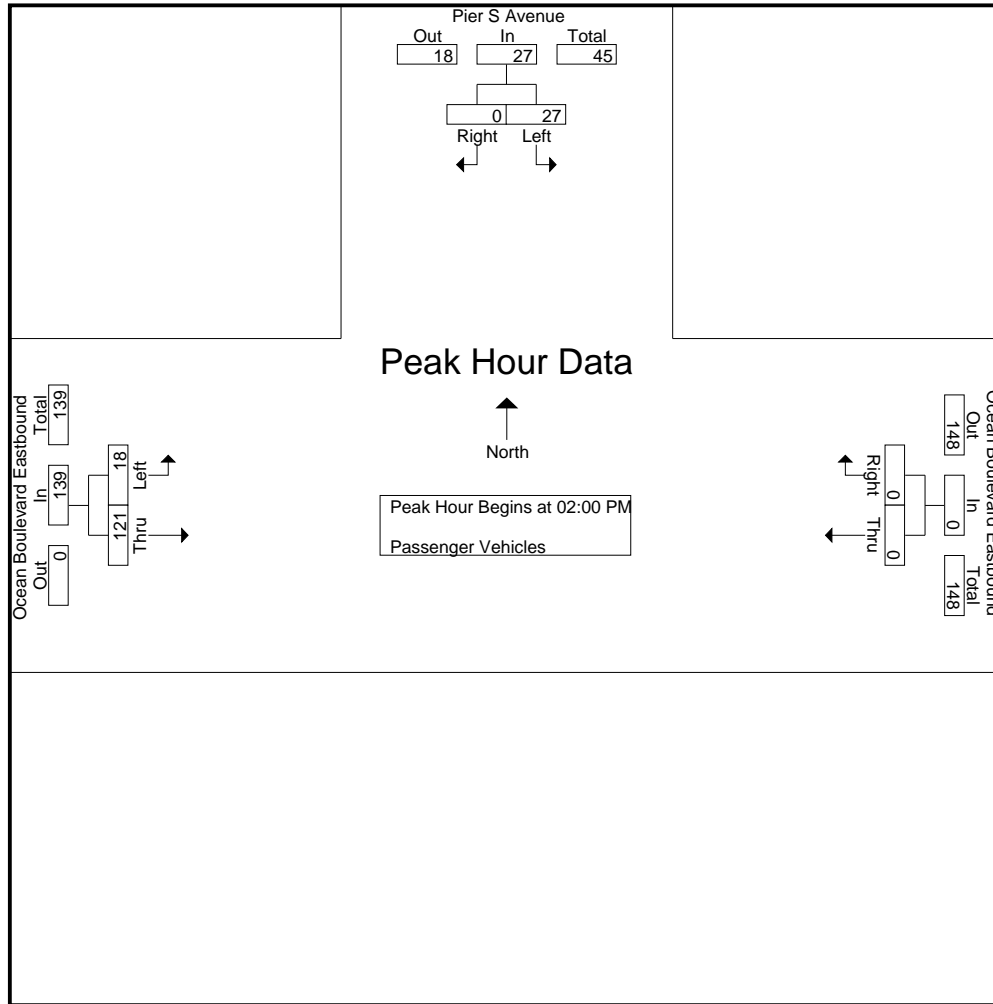
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	4	0	4	0	0	0	9	24	33	37
01:15 PM	3	0	3	0	0	0	5	28	33	36
01:30 PM	3	0	3	0	0	0	8	22	30	33
01:45 PM	4	0	4	0	0	0	6	23	29	33
Total	14	0	14	0	0	0	28	97	125	139
02:00 PM	6	0	6	0	0	0	6	28	34	40
02:15 PM	1	0	1	0	0	0	5	31	36	37
02:30 PM	9	0	9	0	0	0	3	30	33	42
02:45 PM	11	0	11	0	0	0	4	32	36	47
Total	27	0	27	0	0	0	18	121	139	166
Grand Total	41	0	41	0	0	0	46	218	264	305
Apprch %	100	0		0	0		17.4	82.6		
Total %	13.4	0	13.4	0	0	0	15.1	71.5	86.6	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	6	0	6	0	0	0	6	28	34	40
02:15 PM	1	0	1	0	0	0	5	31	36	37
02:30 PM	9	0	9	0	0	0	3	30	33	42
02:45 PM	11	0	11	0	0	0	4	32	36	47
Total Volume	27	0	27	0	0	0	18	121	139	166
% App. Total	100	0		0	0		12.9	87.1		
PHF	.614	.000	.614	.000	.000	.000	.750	.945	.965	.883

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	6	0	6	0	0	0	6	28	34
+15 mins.	1	0	1	0	0	0	5	31	36
+30 mins.	9	0	9	0	0	0	3	30	33
+45 mins.	11	0	11	0	0	0	4	32	36
Total Volume	27	0	27	0	0	0	18	121	139
% App. Total	100	0		0	0		12.9	87.1	
PHF	.614	.000	.614	.000	.000	.000	.750	.945	.965

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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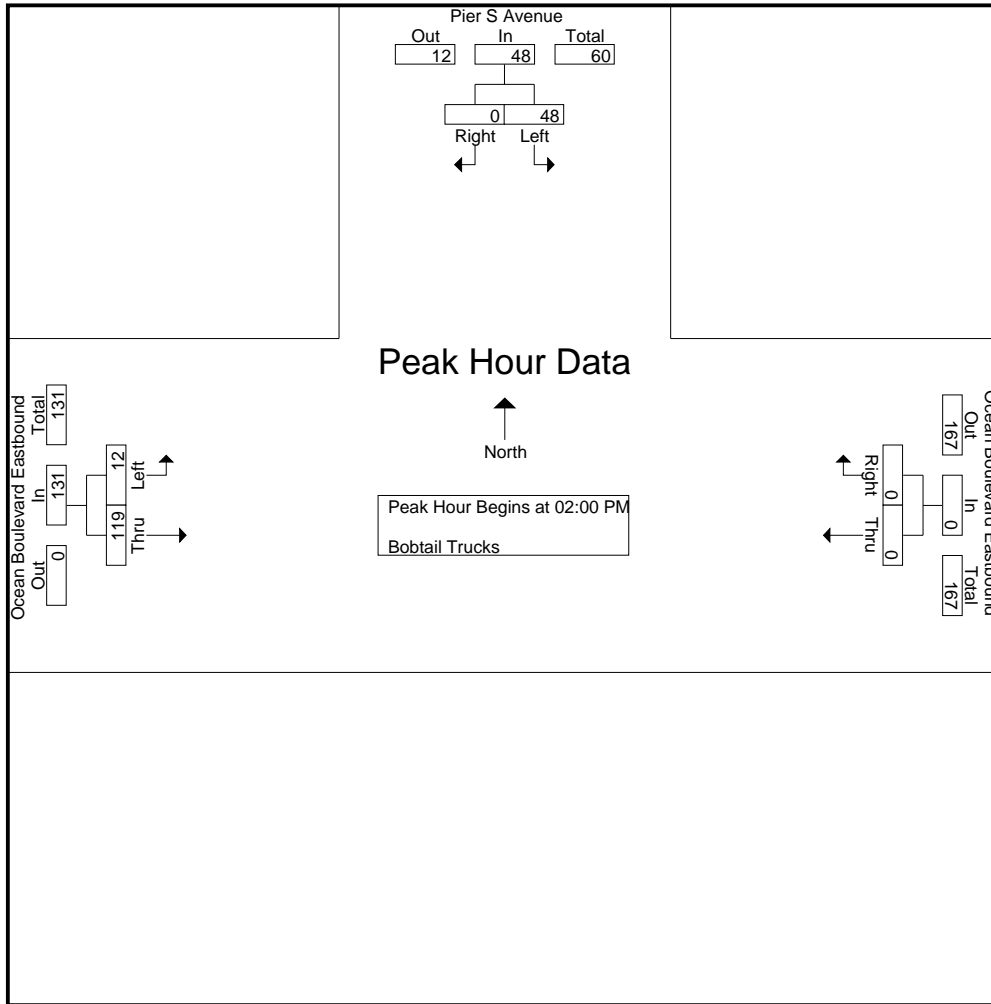
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	3	0	3	0	0	0	3	14	17	20
01:15 PM	18	0	18	0	0	0	1	27	28	46
01:30 PM	6	0	6	0	0	0	4	41	45	51
01:45 PM	8	0	8	0	0	0	6	32	38	46
Total	35	0	35	0	0	0	14	114	128	163
02:00 PM	7	0	7	0	0	0	6	27	33	40
02:15 PM	12	0	12	0	0	0	2	27	29	41
02:30 PM	10	0	10	0	0	0	3	34	37	47
02:45 PM	19	0	19	0	0	0	1	31	32	51
Total	48	0	48	0	0	0	12	119	131	179
Grand Total	83	0	83	0	0	0	26	233	259	342
Apprch %	100	0		0	0		10	90		
Total %	24.3	0	24.3	0	0	0	7.6	68.1	75.7	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	7	0	7	0	0	0	6	27	33	40
02:15 PM	12	0	12	0	0	0	2	27	29	41
02:30 PM	10	0	10	0	0	0	3	34	37	47
02:45 PM	19	0	19	0	0	0	1	31	32	51
Total Volume	48	0	48	0	0	0	12	119	131	179
% App. Total	100	0		0	0		9.2	90.8		
PHF	.632	.000	.632	.000	.000	.000	.500	.875	.885	.877

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	7	0	7	0	0	0	6	27	33
+15 mins.	12	0	12	0	0	0	2	27	29
+30 mins.	10	0	10	0	0	0	3	34	37
+45 mins.	19	0	19	0	0	0	1	31	32
Total Volume	48	0	48	0	0	0	12	119	131
% App. Total	100	0		0	0		9.2	90.8	
PHF	.632	.000	.632	.000	.000	.000	.500	.875	.885

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
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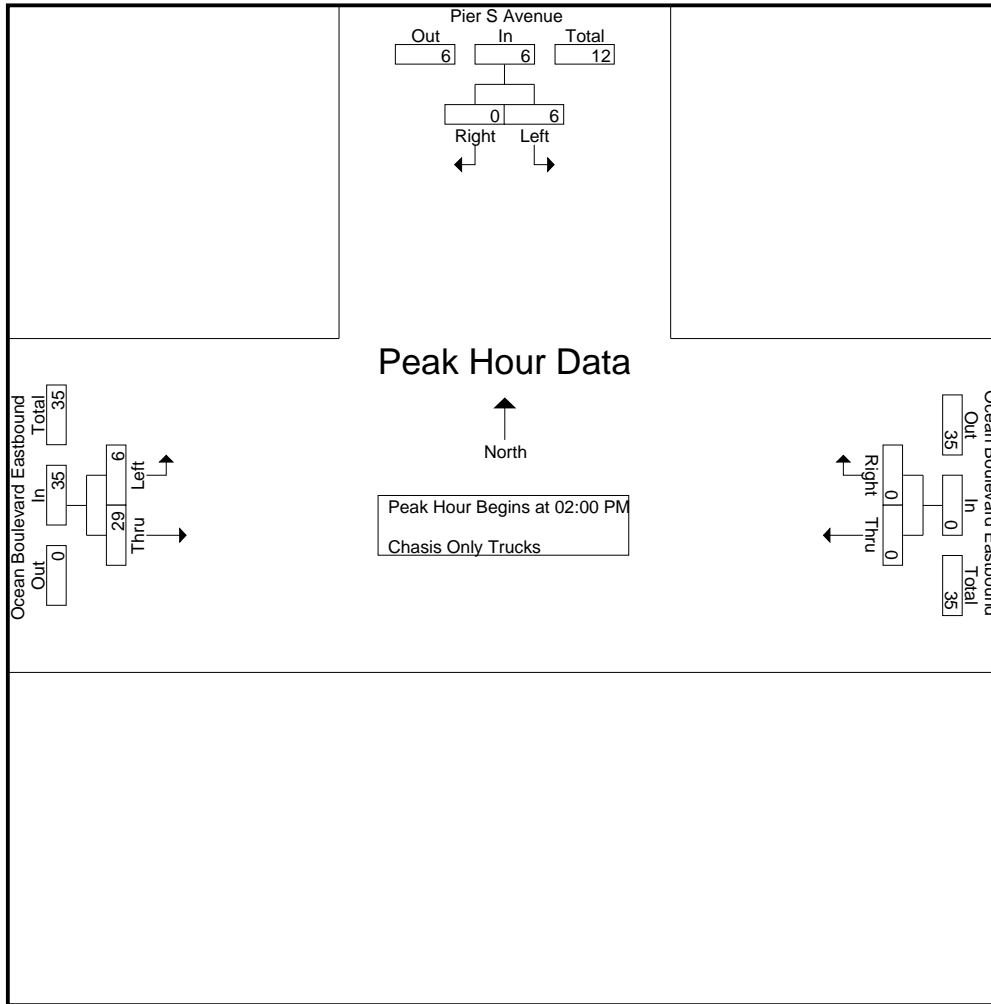
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	0	0	1	1	2	2
01:15 PM	1	0	1	0	0	0	3	2	5	6
01:30 PM	1	0	1	0	0	0	1	2	3	4
01:45 PM	1	0	1	0	0	0	3	7	10	11
Total	3	0	3	0	0	0	8	12	20	23
02:00 PM	0	0	0	0	0	0	3	11	14	14
02:15 PM	3	0	3	0	0	0	1	4	5	8
02:30 PM	1	0	1	0	0	0	1	8	9	10
02:45 PM	2	0	2	0	0	0	1	6	7	9
Total	6	0	6	0	0	0	6	29	35	41
Grand Total	9	0	9	0	0	0	14	41	55	64
Apprch %	100	0		0	0		25.5	74.5		
Total %	14.1	0	14.1	0	0	0	21.9	64.1	85.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	0	0	0	3	11	14	14
02:15 PM	3	0	3	0	0	0	1	4	5	8
02:30 PM	1	0	1	0	0	0	1	8	9	10
02:45 PM	2	0	2	0	0	0	1	6	7	9
Total Volume	6	0	6	0	0	0	6	29	35	41
% App. Total	100	0		0	0		17.1	82.9		
PHF	.500	.000	.500	.000	.000	.000	.500	.659	.625	.732

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	3	11	14
+15 mins.	3	0	3	0	0	0	1	4	5
+30 mins.	1	0	1	0	0	0	1	8	9
+45 mins.	2	0	2	0	0	0	1	6	7
Total Volume	6	0	6	0	0	0	6	29	35
% App. Total	100	0		0	0		17.1	82.9	
PHF	.500	.000	.500	.000	.000	.000	.500	.659	.625

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
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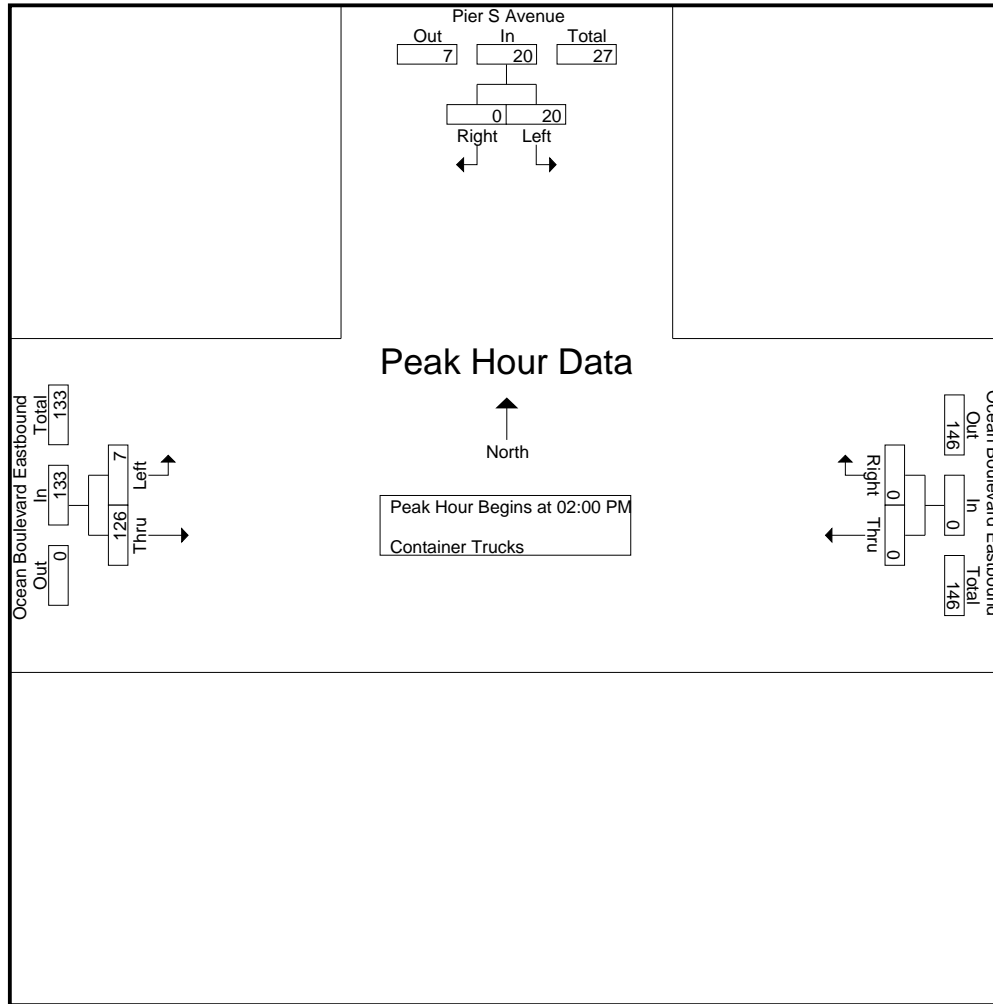
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	0	0	0	19	19	19
01:15 PM	4	0	4	0	0	0	1	11	12	16
01:30 PM	5	0	5	0	0	0	1	21	22	27
01:45 PM	5	0	5	0	0	0	2	35	37	42
Total	14	0	14	0	0	0	4	86	90	104
02:00 PM	2	0	2	0	0	0	2	38	40	42
02:15 PM	3	0	3	0	0	0	3	27	30	33
02:30 PM	6	0	6	0	0	0	1	32	33	39
02:45 PM	9	0	9	0	0	0	1	29	30	39
Total	20	0	20	0	0	0	7	126	133	153
Grand Total	34	0	34	0	0	0	11	212	223	257
Apprch %	100	0		0	0		4.9	95.1		
Total %	13.2	0	13.2	0	0	0	4.3	82.5	86.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	2	0	2	0	0	0	2	38	40	42
02:15 PM	3	0	3	0	0	0	3	27	30	33
02:30 PM	6	0	6	0	0	0	1	32	33	39
02:45 PM	9	0	9	0	0	0	1	29	30	39
Total Volume	20	0	20	0	0	0	7	126	133	153
% App. Total	100	0		0	0		5.3	94.7		
PHF	.556	.000	.556	.000	.000	.000	.583	.829	.831	.911

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	2	0	2	0	0	0	2	38	40
+15 mins.	3	0	3	0	0	0	3	27	30
+30 mins.	6	0	6	0	0	0	1	32	33
+45 mins.	9	0	9	0	0	0	1	29	30
Total Volume	20	0	20	0	0	0	7	126	133
% App. Total	100	0		0	0		5.3	94.7	
PHF	.556	.000	.556	.000	.000	.000	.583	.829	.831

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
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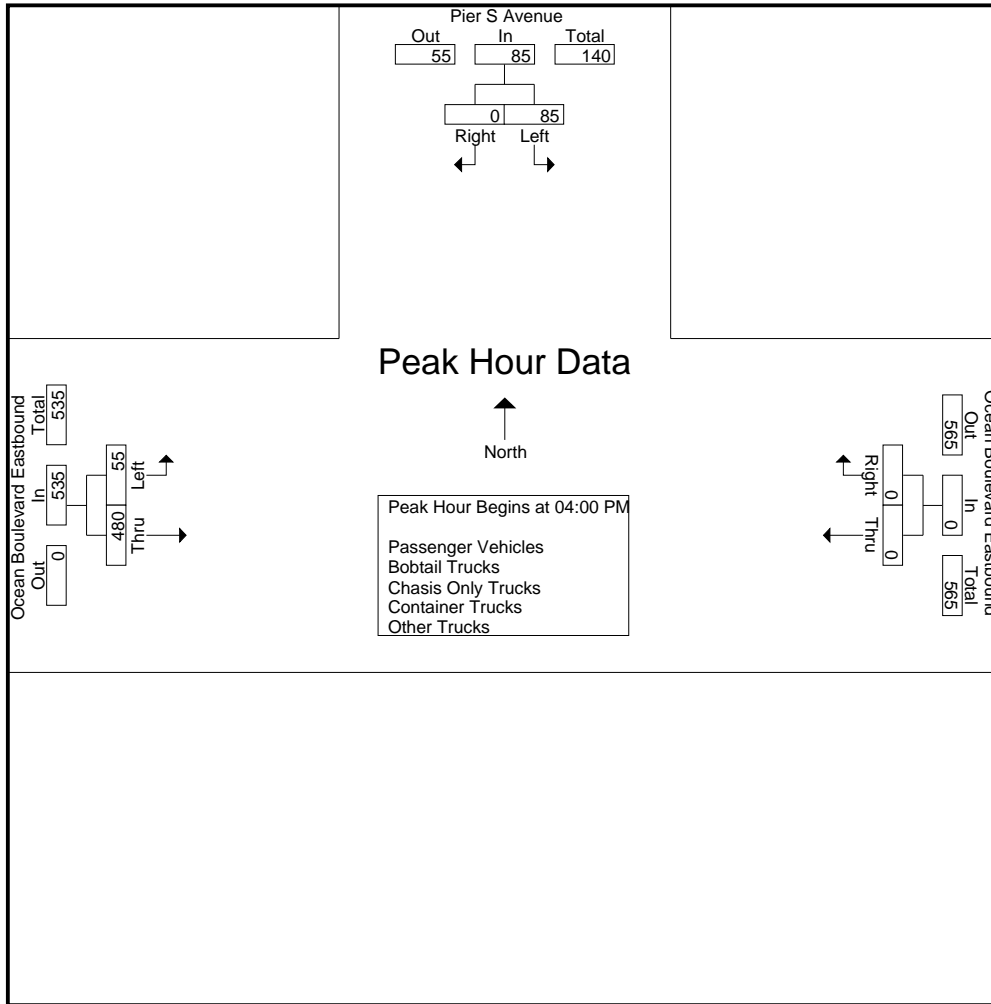
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	16	0	16	0	0	0	10	147	157	173
04:15 PM	18	0	18	0	0	0	10	140	150	168
04:30 PM	24	0	24	0	0	0	15	101	116	140
04:45 PM	27	0	27	0	0	0	20	92	112	139
Total	85	0	85	0	0	0	55	480	535	620
05:00 PM	19	0	19	0	0	0	20	72	92	111
05:15 PM	13	0	13	0	0	0	22	66	88	101
05:30 PM	6	0	6	0	0	0	28	48	76	82
05:45 PM	0	0	0	0	0	0	7	44	51	51
Total	38	0	38	0	0	0	77	230	307	345
Grand Total	123	0	123	0	0	0	132	710	842	965
Apprch %	100	0		0	0		15.7	84.3		
Total %	12.7	0	12.7	0	0	0	13.7	73.6	87.3	
Passenger Vehicles	85	0	85	0	0	0	108	373	481	566
% Passenger Vehicles	69.1	0	69.1	0	0	0	81.8	52.5	57.1	58.7
Bobtail Trucks	15	0	15	0	0	0	13	136	149	164
% Bobtail Trucks	12.2	0	12.2	0	0	0	9.8	19.2	17.7	17
Chasis Only Trucks	1	0	1	0	0	0	2	21	23	24
% Chasis Only Trucks	0.8	0	0.8	0	0	0	1.5	3	2.7	2.5
Container Trucks	13	0	13	0	0	0	3	167	170	183
% Container Trucks	10.6	0	10.6	0	0	0	2.3	23.5	20.2	19
Other Trucks	9	0	9	0	0	0	6	13	19	28
% Other Trucks	7.3	0	7.3	0	0	0	4.5	1.8	2.3	2.9

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	0	16	0	0	0	10	147	157	173
04:15 PM	18	0	18	0	0	0	10	140	150	168
04:30 PM	24	0	24	0	0	0	15	101	116	140
04:45 PM	27	0	27	0	0	0	20	92	112	139
Total Volume	85	0	85	0	0	0	55	480	535	620
% App. Total	100	0		0	0		10.3	89.7		
PHF	.787	.000	.787	.000	.000	.000	.688	.816	.852	.896

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	16	0	16	0	0	0	10	147	157
+15 mins.	18	0	18	0	0	0	10	140	150
+30 mins.	24	0	24	0	0	0	15	101	116
+45 mins.	27	0	27	0	0	0	20	92	112
Total Volume	85	0	85	0	0	0	55	480	535
% App. Total	100	0		0	0		10.3	89.7	
PHF	.787	.000	.787	.000	.000	.000	.688	.816	.852

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
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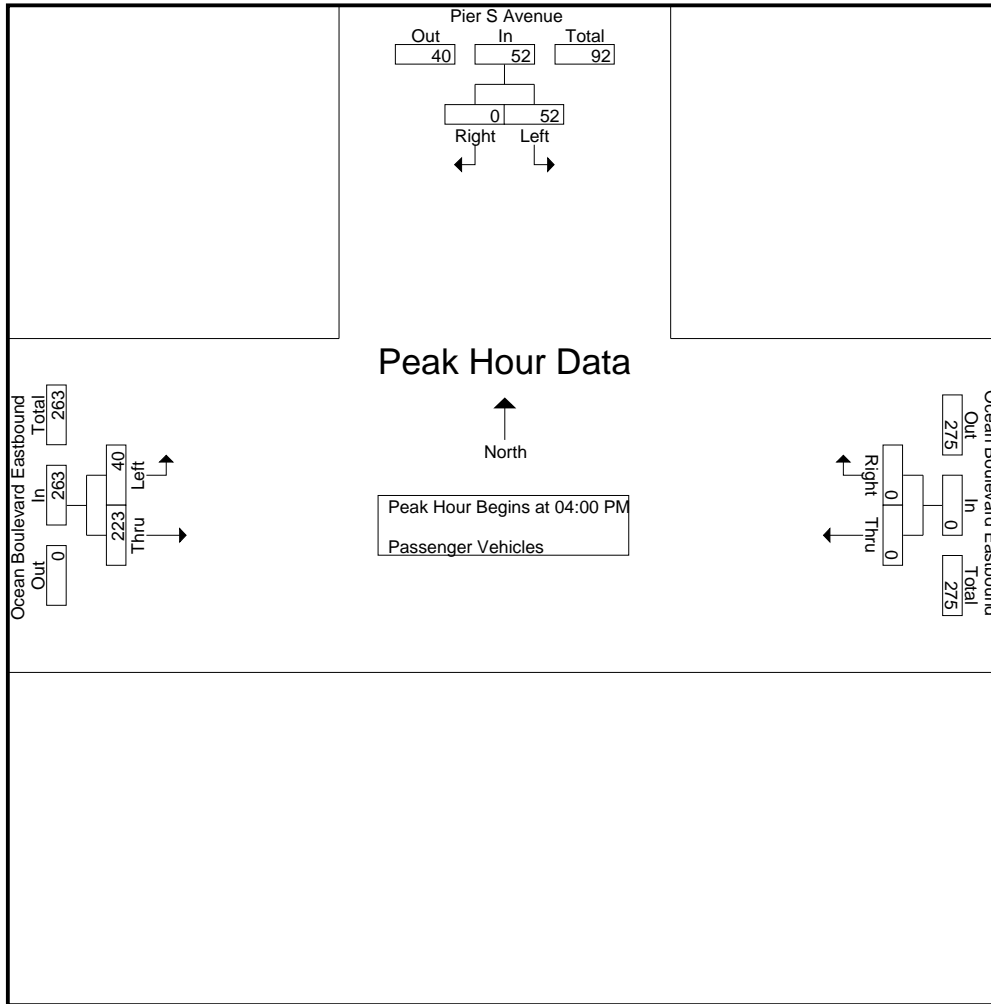
Groups Printed- Passenger Vehicles

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	0	5	0	0	0	2	45	47	52
04:15 PM	9	0	9	0	0	0	6	51	57	66
04:30 PM	14	0	14	0	0	0	13	60	73	87
04:45 PM	24	0	24	0	0	0	19	67	86	110
Total	52	0	52	0	0	0	40	223	263	315
05:00 PM	17	0	17	0	0	0	16	59	75	92
05:15 PM	11	0	11	0	0	0	20	41	61	72
05:30 PM	5	0	5	0	0	0	26	24	50	55
05:45 PM	0	0	0	0	0	0	6	26	32	32
Total	33	0	33	0	0	0	68	150	218	251
Grand Total	85	0	85	0	0	0	108	373	481	566
Apprch %	100	0		0	0		22.5	77.5		
Total %	15	0	15	0	0	0	19.1	65.9	85	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	0	0	2	45	47	52
04:15 PM	9	0	9	0	0	0	6	51	57	66
04:30 PM	14	0	14	0	0	0	13	60	73	87
04:45 PM	24	0	24	0	0	0	19	67	86	110
Total Volume	52	0	52	0	0	0	40	223	263	315
% App. Total	100	0		0	0		15.2	84.8		
PHF	.542	.000	.542	.000	.000	.000	.526	.832	.765	.716

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	0	0	0	2	45	47
+15 mins.	9	0	9	0	0	0	6	51	57
+30 mins.	14	0	14	0	0	0	13	60	73
+45 mins.	24	0	24	0	0	0	19	67	86
Total Volume	52	0	52	0	0	0	40	223	263
% App. Total	100	0		0	0		15.2	84.8	
PHF	.542	.000	.542	.000	.000	.000	.526	.832	.765

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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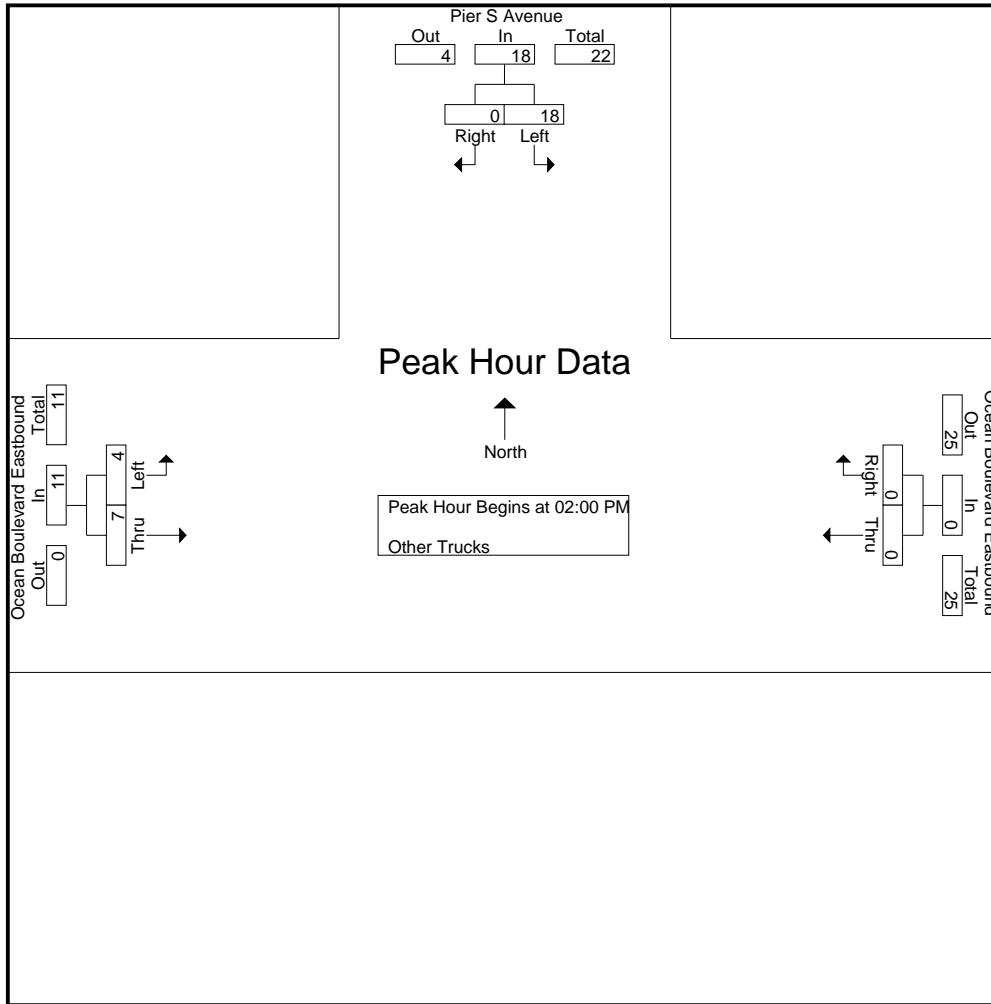
Groups Printed- Other Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	10	0	10	0	0	0	1	1	2	12
01:15 PM	8	0	8	0	0	0	2	1	3	11
01:30 PM	8	0	8	0	0	0	1	6	7	15
01:45 PM	3	0	3	0	0	0	1	0	1	4
Total	29	0	29	0	0	0	5	8	13	42
02:00 PM	3	0	3	0	0	0	2	2	4	7
02:15 PM	3	0	3	0	0	0	1	2	3	6
02:30 PM	6	0	6	0	0	0	1	3	4	10
02:45 PM	6	0	6	0	0	0	0	0	0	6
Total	18	0	18	0	0	0	4	7	11	29
Grand Total	47	0	47	0	0	0	9	15	24	71
Apprch %	100	0		0	0		37.5	62.5		
Total %	66.2	0	66.2	0	0	0	12.7	21.1	33.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	3	0	3	0	0	0	2	2	4	7
02:15 PM	3	0	3	0	0	0	1	2	3	6
02:30 PM	6	0	6	0	0	0	1	3	4	10
02:45 PM	6	0	6	0	0	0	0	0	0	6
Total Volume	18	0	18	0	0	0	4	7	11	29
% App. Total	100	0		0	0		36.4	63.6		
PHF	.750	.000	.750	.000	.000	.000	.500	.583	.688	.725

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBMD
 Site Code : 00000001
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	3	0	3	0	0	0	2	2	4
+15 mins.	3	0	3	0	0	0	1	2	3
+30 mins.	6	0	6	0	0	0	1	3	4
+45 mins.	6	0	6	0	0	0	0	0	0
Total Volume	18	0	18	0	0	0	4	7	11
% App. Total	100	0		0	0		36.4	63.6	
PHF	.750	.000	.750	.000	.000	.000	.500	.583	.688

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

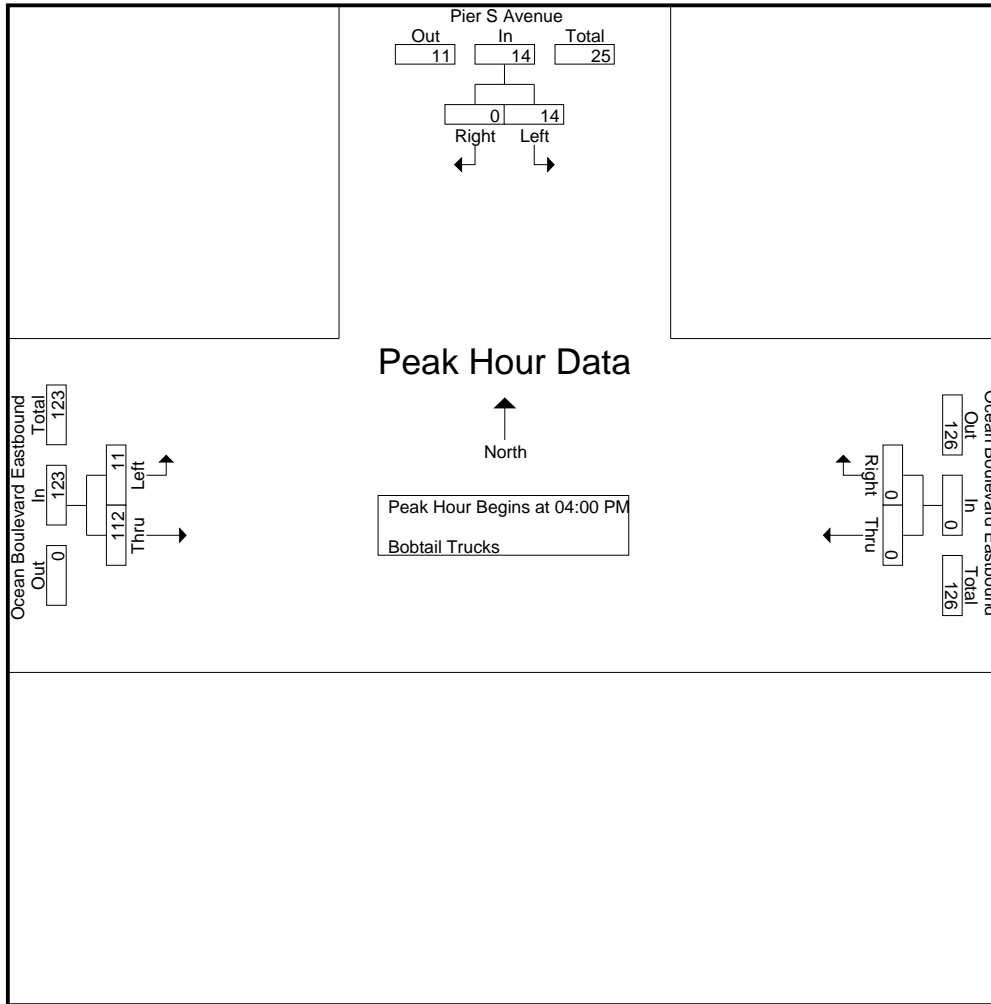
Groups Printed- Bobtail Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	0	5	0	0	0	5	42	47	52
04:15 PM	6	0	6	0	0	0	3	38	41	47
04:30 PM	3	0	3	0	0	0	2	15	17	20
04:45 PM	0	0	0	0	0	0	1	17	18	18
Total	14	0	14	0	0	0	11	112	123	137
05:00 PM	0	0	0	0	0	0	1	2	3	3
05:15 PM	0	0	0	0	0	0	0	7	7	7
05:30 PM	1	0	1	0	0	0	1	11	12	13
05:45 PM	0	0	0	0	0	0	0	4	4	4
Total	1	0	1	0	0	0	2	24	26	27
Grand Total	15	0	15	0	0	0	13	136	149	164
Apprch %	100	0		0	0		8.7	91.3		
Total %	9.1	0	9.1	0	0	0	7.9	82.9	90.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	5	0	5	0	0	0	5	42	47	52
04:15 PM	6	0	6	0	0	0	3	38	41	47
04:30 PM	3	0	3	0	0	0	2	15	17	20
04:45 PM	0	0	0	0	0	0	1	17	18	18
Total Volume	14	0	14	0	0	0	11	112	123	137
% App. Total	100	0		0	0		8.9	91.1		
PHF	.583	.000	.583	.000	.000	.000	.550	.667	.654	.659

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	5	0	5	0	0	0	5	42	47
+15 mins.	6	0	6	0	0	0	3	38	41
+30 mins.	3	0	3	0	0	0	2	15	17
+45 mins.	0	0	0	0	0	0	1	17	18
Total Volume	14	0	14	0	0	0	11	112	123
% App. Total	100	0		0	0		8.9	91.1	
PHF	.583	.000	.583	.000	.000	.000	.550	.667	.654

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

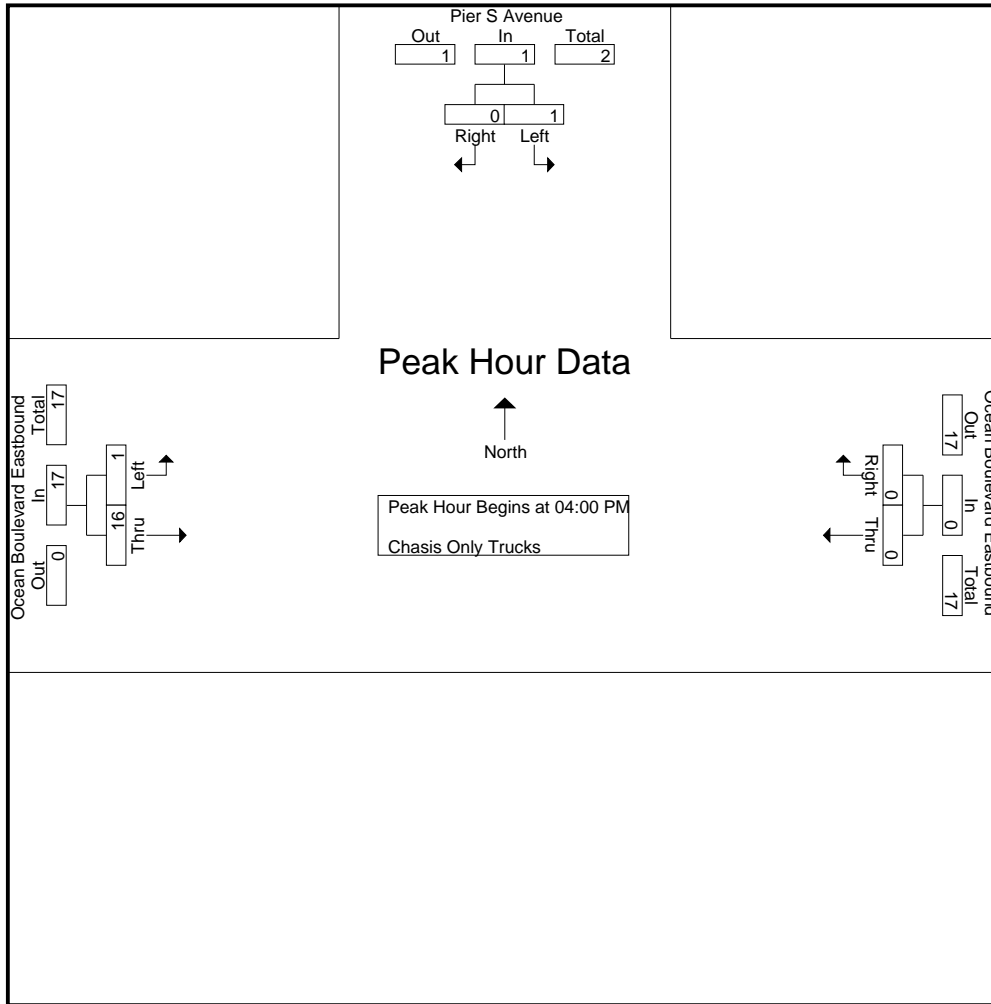
Groups Printed- Chasis Only Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	6	6	6
04:30 PM	1	0	1	0	0	0	0	6	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1	16	17	18
05:00 PM	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	1	3	4	4
Total	0	0	0	0	0	0	1	5	6	6
Grand Total	1	0	1	0	0	0	2	21	23	24
Apprch %	100	0		0	0		8.7	91.3		
Total %	4.2	0	4.2	0	0	0	8.3	87.5	95.8	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	6	6	6
04:30 PM	1	0	1	0	0	0	0	6	6	7
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	1	16	17	18
% App. Total	100	0		0	0		5.9	94.1		
PHF	.250	.000	.250	.000	.000	.000	.250	.667	.708	.643

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	6	6
+30 mins.	1	0	1	0	0	0	0	6	6
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	1	16	17
% App. Total	100	0		0	0		5.9	94.1	
PHF	.250	.000	.250	.000	.000	.000	.250	.667	.708

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 1

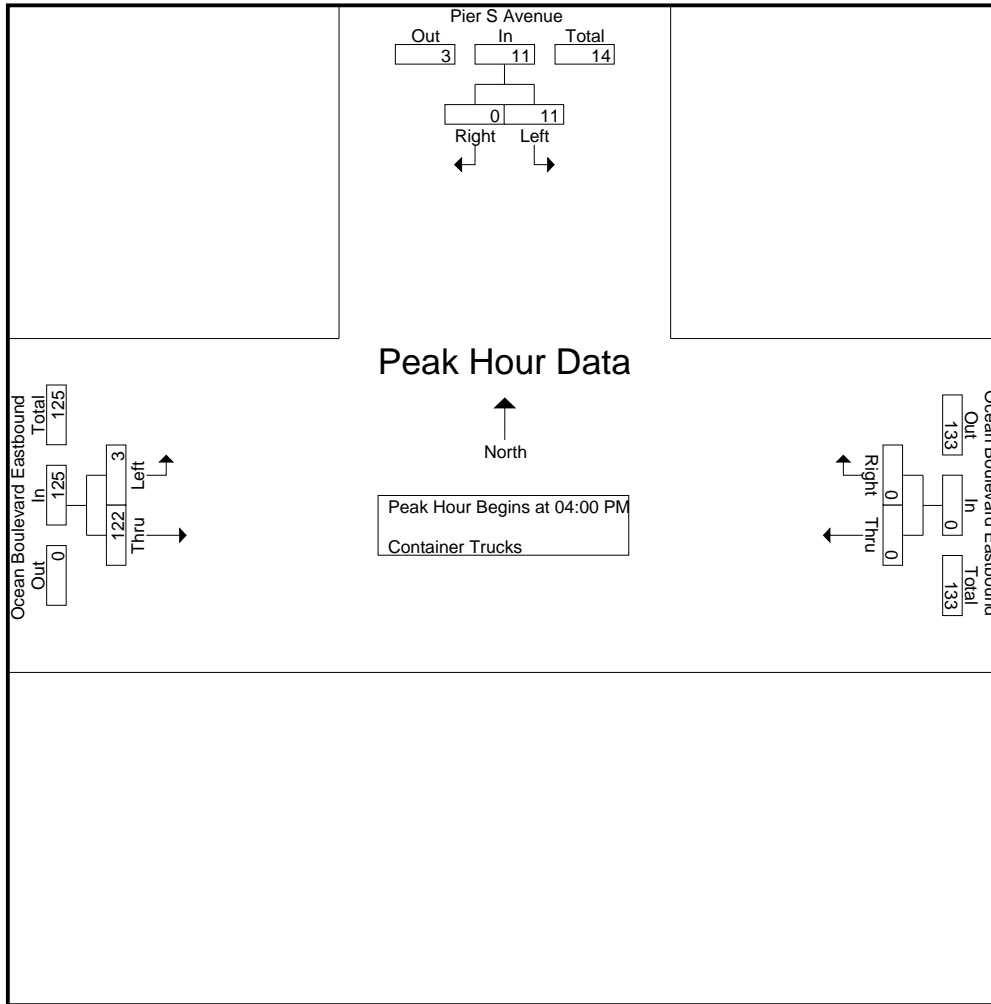
Groups Printed- Container Trucks

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	0	0	0	2	54	56	59
04:15 PM	3	0	3	0	0	0	1	41	42	45
04:30 PM	3	0	3	0	0	0	0	19	19	22
04:45 PM	2	0	2	0	0	0	0	8	8	10
Total	11	0	11	0	0	0	3	122	125	136
05:00 PM	2	0	2	0	0	0	0	7	7	9
05:15 PM	0	0	0	0	0	0	0	16	16	16
05:30 PM	0	0	0	0	0	0	0	11	11	11
05:45 PM	0	0	0	0	0	0	0	11	11	11
Total	2	0	2	0	0	0	0	45	45	47
Grand Total	13	0	13	0	0	0	3	167	170	183
Apprch %	100	0		0	0		1.8	98.2		
Total %	7.1	0	7.1	0	0	0	1.6	91.3	92.9	

Start Time	Pier S Avenue Southbound			Ocean Boulevard Eastbound Westbound			Ocean Boulevard Eastbound Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	0	0	0	2	54	56	59
04:15 PM	3	0	3	0	0	0	1	41	42	45
04:30 PM	3	0	3	0	0	0	0	19	19	22
04:45 PM	2	0	2	0	0	0	0	8	8	10
Total Volume	11	0	11	0	0	0	3	122	125	136
% App. Total	100	0		0	0		2.4	97.6		
PHF	.917	.000	.917	.000	.000	.000	.375	.565	.558	.576

City of Long Beach
 N/S: Pier S Avenue
 E/W: Ocean Boulevard Eastbound
 Weather: Sunny

File Name : LBCPIOCEBPM
 Site Code : 00000001
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	0	0	0	2	54	56
+15 mins.	3	0	3	0	0	0	1	41	42
+30 mins.	3	0	3	0	0	0	0	19	19
+45 mins.	2	0	2	0	0	0	0	8	8
Total Volume	11	0	11	0	0	0	3	122	125
% App. Total	100	0		0	0		2.4	97.6	
PHF	.917	.000	.917	.000	.000	.000	.375	.565	.558

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

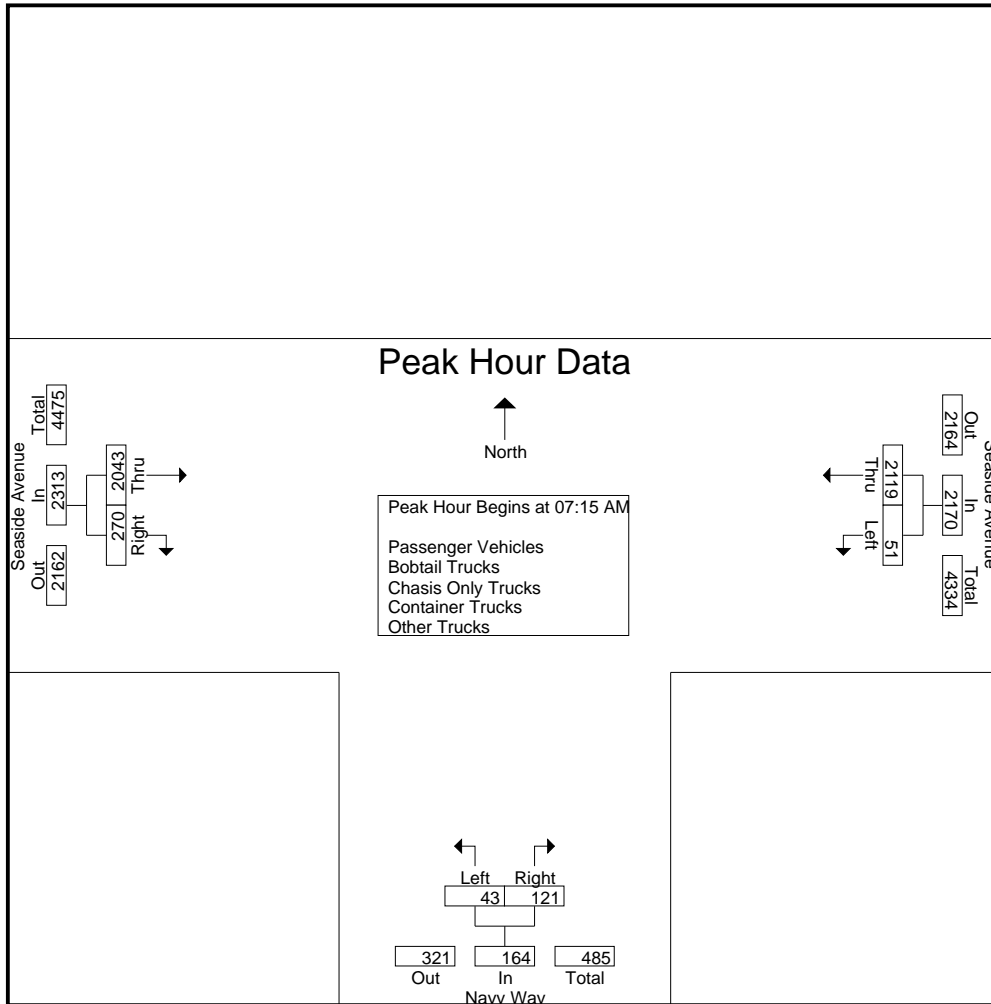
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	6	254	260	4	3	7	261	27	288	555
07:15 AM	18	573	591	11	29	40	481	67	548	1179
07:30 AM	12	576	588	6	30	36	546	99	645	1269
07:45 AM	11	525	536	9	26	35	528	81	609	1180
Total	47	1928	1975	30	88	118	1816	274	2090	4183
08:00 AM	10	445	455	17	36	53	488	23	511	1019
08:15 AM	17	465	482	41	33	74	489	33	522	1078
08:30 AM	8	359	367	14	55	69	411	23	434	870
08:45 AM	13	330	343	17	61	78	428	15	443	864
Total	48	1599	1647	89	185	274	1816	94	1910	3831
Grand Total	95	3527	3622	119	273	392	3632	368	4000	8014
Apprch %	2.6	97.4		30.4	69.6		90.8	9.2		
Total %	1.2	44	45.2	1.5	3.4	4.9	45.3	4.6	49.9	
Passenger Vehicles	90	3328	3418	86	88	174	3443	281	3724	7316
% Passenger Vehicles	94.7	94.4	94.4	72.3	32.2	44.4	94.8	76.4	93.1	91.3
Bobtail Trucks	0	0	0	21	67	88	76	50	126	214
% Bobtail Trucks	0	0	0	17.6	24.5	22.4	2.1	13.6	3.2	2.7
Chasis Only Trucks	0	5	5	0	12	12	4	0	4	21
% Chasis Only Trucks	0	0.1	0.1	0	4.4	3.1	0.1	0	0.1	0.3
Container Trucks	1	154	155	12	101	113	79	37	116	384
% Container Trucks	1.1	4.4	4.3	10.1	37	28.8	2.2	10.1	2.9	4.8
Other Trucks	4	40	44	0	5	5	30	0	30	79
% Other Trucks	4.2	1.1	1.2	0	1.8	1.3	0.8	0	0.8	1

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	18	573	591	11	29	40	481	67	548	1179
07:30 AM	12	576	588	6	30	36	546	99	645	1269
07:45 AM	11	525	536	9	26	35	528	81	609	1180
08:00 AM	10	445	455	17	36	53	488	23	511	1019
Total Volume	51	2119	2170	43	121	164	2043	270	2313	4647
% App. Total	2.4	97.6		26.2	73.8		88.3	11.7		
PHF	.708	.920	.918	.632	.840	.774	.935	.682	.897	.915

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			08:00 AM			07:15 AM		
+0 mins.	18	573	591	17	36	53	481	67	548
+15 mins.	12	576	588	41	33	74	546	99	645
+30 mins.	11	525	536	14	55	69	528	81	609
+45 mins.	10	445	455	17	61	78	488	23	511
Total Volume	51	2119	2170	89	185	274	2043	270	2313
% App. Total	2.4	97.6		32.5	67.5		88.3	11.7	
PHF	.708	.920	.918	.543	.758	.878	.935	.682	.897

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

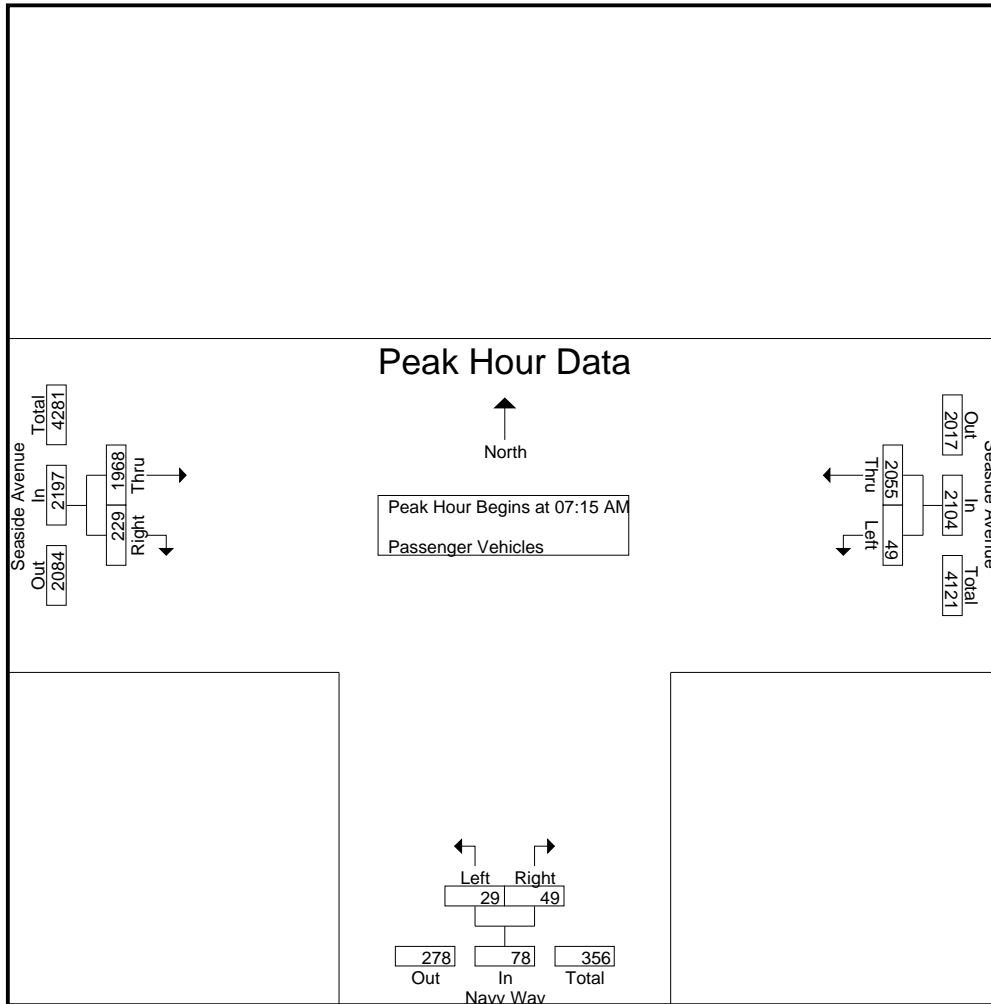
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	6	243	249	4	3	7	258	27	285	541
07:15 AM	18	558	576	8	15	23	470	63	533	1132
07:30 AM	11	560	571	3	9	12	525	91	616	1199
07:45 AM	10	510	520	6	8	14	504	70	574	1108
Total	45	1871	1916	21	35	56	1757	251	2008	3980
08:00 AM	10	427	437	12	17	29	469	5	474	940
08:15 AM	15	431	446	37	12	49	471	9	480	975
08:30 AM	7	328	335	9	14	23	376	10	386	744
08:45 AM	13	271	284	7	10	17	370	6	376	677
Total	45	1457	1502	65	53	118	1686	30	1716	3336
Grand Total	90	3328	3418	86	88	174	3443	281	3724	7316
Apprch %	2.6	97.4		49.4	50.6		92.5	7.5		
Total %	1.2	45.5	46.7	1.2	1.2	2.4	47.1	3.8	50.9	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	18	558	576	8	15	23	470	63	533	1132
07:30 AM	11	560	571	3	9	12	525	91	616	1199
07:45 AM	10	510	520	6	8	14	504	70	574	1108
08:00 AM	10	427	437	12	17	29	469	5	474	940
Total Volume	49	2055	2104	29	49	78	1968	229	2197	4379
% App. Total	2.3	97.7		37.2	62.8		89.6	10.4		
PHF	.681	.917	.913	.604	.721	.672	.937	.629	.892	.913

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	18	558	576	8	15	23	470	63	533
+15 mins.	11	560	571	3	9	12	525	91	616
+30 mins.	10	510	520	6	8	14	504	70	574
+45 mins.	10	427	437	12	17	29	469	5	474
Total Volume	49	2055	2104	29	49	78	1968	229	2197
% App. Total	2.3	97.7		37.2	62.8		89.6	10.4	
PHF	.681	.917	.913	.604	.721	.672	.937	.629	.892

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

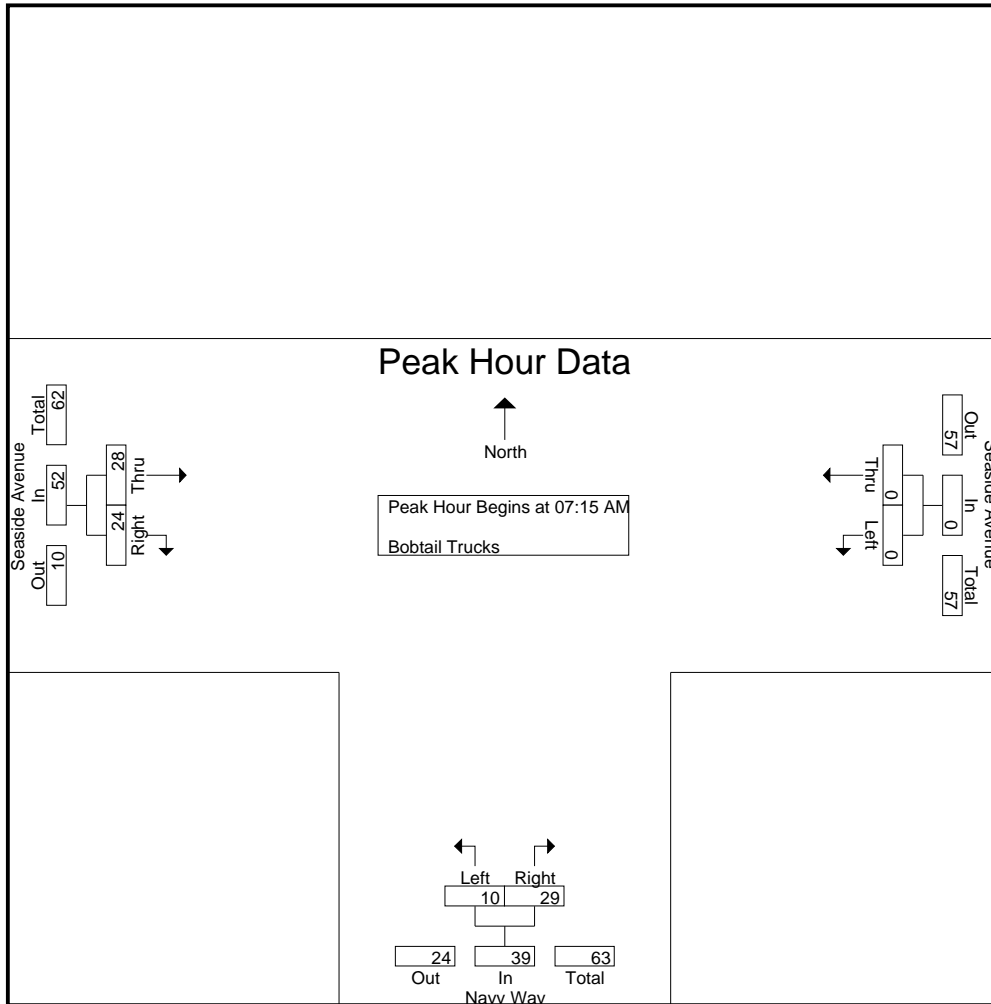
Groups Printed- Bobtail Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	2	0	2	2
07:15 AM	0	0	0	0	2	2	5	0	5	7
07:30 AM	0	0	0	3	12	15	8	5	13	28
07:45 AM	0	0	0	3	7	10	11	6	17	27
Total	0	0	0	6	21	27	26	11	37	64
08:00 AM	0	0	0	4	8	12	4	13	17	29
08:15 AM	0	0	0	4	6	10	2	14	16	26
08:30 AM	0	0	0	3	15	18	16	7	23	41
08:45 AM	0	0	0	4	17	21	28	5	33	54
Total	0	0	0	15	46	61	50	39	89	150
Grand Total	0	0	0	21	67	88	76	50	126	214
Apprch %	0	0		23.9	76.1		60.3	39.7		
Total %	0	0		9.8	31.3	41.1	35.5	23.4	58.9	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	2	2	5	0	5	7
07:30 AM	0	0	0	3	12	15	8	5	13	28
07:45 AM	0	0	0	3	7	10	11	6	17	27
08:00 AM	0	0	0	4	8	12	4	13	17	29
Total Volume	0	0	0	10	29	39	28	24	52	91
% App. Total	0	0		25.6	74.4		53.8	46.2		
PHF	.000	.000	.000	.625	.604	.650	.636	.462	.765	.784

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	2	2	5	0	5
+15 mins.	0	0	0	3	12	15	8	5	13
+30 mins.	0	0	0	3	7	10	11	6	17
+45 mins.	0	0	0	4	8	12	4	13	17
Total Volume	0	0	0	10	29	39	28	24	52
% App. Total	0	0	0	25.6	74.4		53.8	46.2	
PHF	.000	.000	.000	.625	.604	.650	.636	.462	.765

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

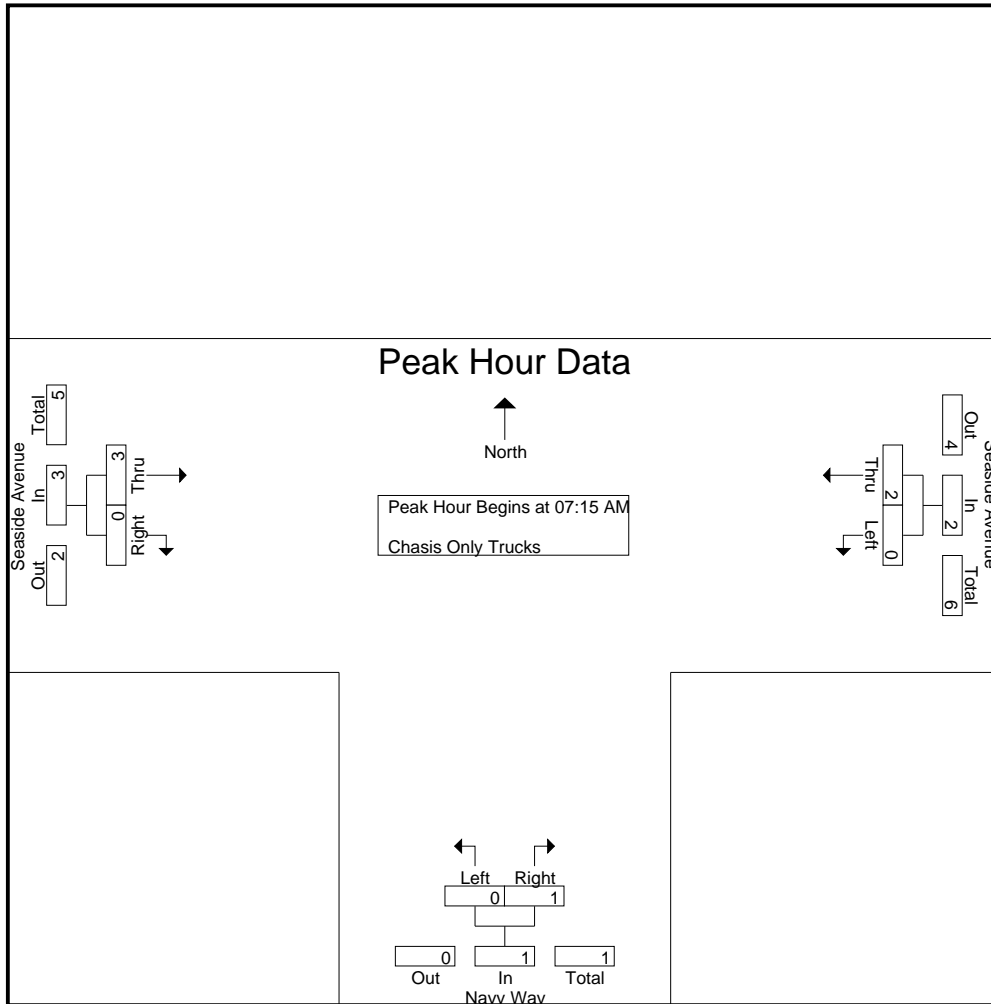
Groups Printed- Chasis Only Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	3	0	3	4
08:00 AM	0	1	1	0	1	1	0	0	0	2
08:15 AM	0	1	1	0	1	1	0	0	0	2
08:30 AM	0	2	2	0	5	5	0	0	0	7
08:45 AM	0	0	0	0	5	5	1	0	1	6
Total	0	4	4	0	12	12	1	0	1	17
Grand Total	0	5	5	0	12	12	4	0	4	21
Apprch %	0	100		0	100		100	0		
Total %	0	23.8	23.8	0	57.1	57.1	19	0	19	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	2	0	2	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	1	0	1	1	0	0	0	2
Total Volume	0	2	2	0	1	1	3	0	3	6
% App. Total	0	100		0	100		100	0		
PHF	.000	.500	.500	.000	.250	.250	.375	.000	.375	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	1	1	0	0	0
Total Volume	0	2	2	0	1	1	3	0	3
% App. Total	0	100		0	100		100	0	
PHF	.000	.500	.500	.000	.250	.250	.375	.000	.375

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

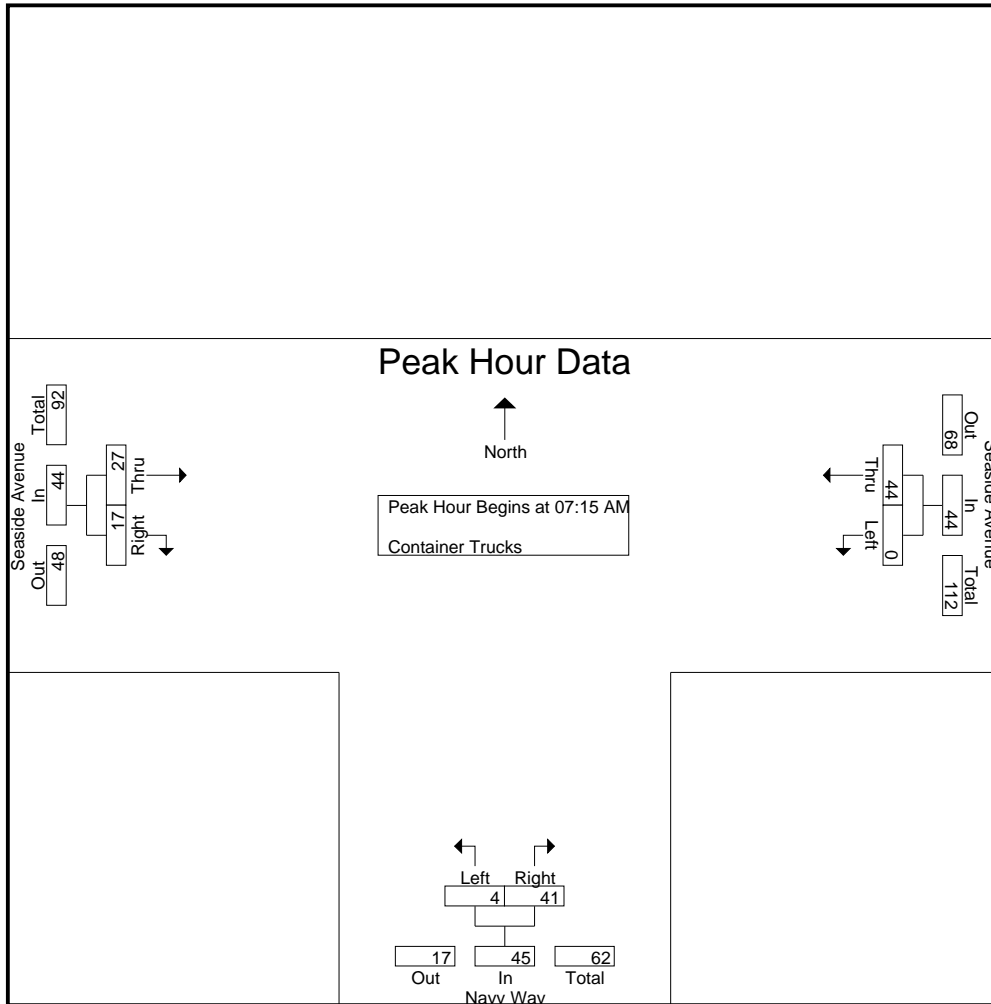
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	9	9	0	0	0	1	0	1	10
07:15 AM	0	9	9	3	12	15	3	4	7	31
07:30 AM	0	11	11	0	9	9	7	3	10	30
07:45 AM	0	11	11	0	10	10	7	5	12	33
Total	0	40	40	3	31	34	18	12	30	104
08:00 AM	0	13	13	1	10	11	10	5	15	39
08:15 AM	1	27	28	0	12	12	13	10	23	63
08:30 AM	0	25	25	2	20	22	14	6	20	67
08:45 AM	0	49	49	6	28	34	24	4	28	111
Total	1	114	115	9	70	79	61	25	86	280
Grand Total	1	154	155	12	101	113	79	37	116	384
Apprch %	0.6	99.4		10.6	89.4		68.1	31.9		
Total %	0.3	40.1	40.4	3.1	26.3	29.4	20.6	9.6	30.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	9	9	3	12	15	3	4	7	31
07:30 AM	0	11	11	0	9	9	7	3	10	30
07:45 AM	0	11	11	0	10	10	7	5	12	33
08:00 AM	0	13	13	1	10	11	10	5	15	39
Total Volume	0	44	44	4	41	45	27	17	44	133
% App. Total	0	100		8.9	91.1		61.4	38.6		
PHF	.000	.846	.846	.333	.854	.750	.675	.850	.733	.853

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	9	9	3	12	15	3	4	7
+15 mins.	0	11	11	0	9	9	7	3	10
+30 mins.	0	11	11	0	10	10	7	5	12
+45 mins.	0	13	13	1	10	11	10	5	15
Total Volume	0	44	44	4	41	45	27	17	44
% App. Total	0	100		8.9	91.1		61.4	38.6	
PHF	.000	.846	.846	.333	.854	.750	.675	.850	.733

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

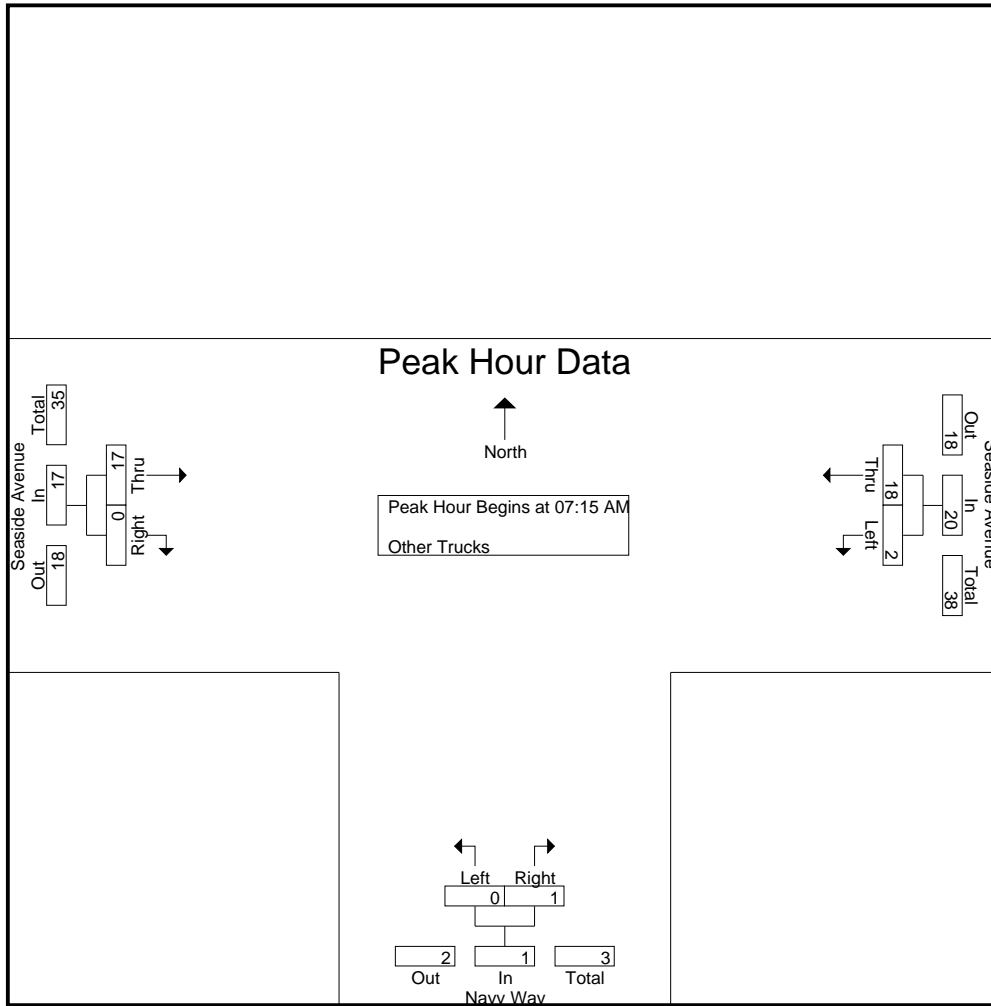
Groups Printed- Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	2	2	0	0	0	0	0	0	2
07:15 AM	0	5	5	0	0	0	2	0	2	7
07:30 AM	1	5	6	0	0	0	4	0	4	10
07:45 AM	1	4	5	0	1	1	6	0	6	12
Total	2	16	18	0	1	1	12	0	12	31
08:00 AM	0	4	4	0	0	0	5	0	5	9
08:15 AM	1	6	7	0	2	2	3	0	3	12
08:30 AM	1	4	5	0	1	1	5	0	5	11
08:45 AM	0	10	10	0	1	1	5	0	5	16
Total	2	24	26	0	4	4	18	0	18	48
Grand Total	4	40	44	0	5	5	30	0	30	79
Apprch %	9.1	90.9		0	100		100	0		
Total %	5.1	50.6	55.7	0	6.3	6.3	38	0	38	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	5	5	0	0	0	2	0	2	7
07:30 AM	1	5	6	0	0	0	4	0	4	10
07:45 AM	1	4	5	0	1	1	6	0	6	12
08:00 AM	0	4	4	0	0	0	5	0	5	9
Total Volume	2	18	20	0	1	1	17	0	17	38
% App. Total	10	90		0	100		100	0		
PHF	.500	.900	.833	.000	.250	.250	.708	.000	.708	.792

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEAM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	5	5	0	0	0	2	0	2
+15 mins.	1	5	6	0	0	0	4	0	4
+30 mins.	1	4	5	0	1	1	6	0	6
+45 mins.	0	4	4	0	0	0	5	0	5
Total Volume	2	18	20	0	1	1	17	0	17
% App. Total	10	90		0	100		100	0	
PHF	.500	.900	.833	.000	.250	.250	.708	.000	.708

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

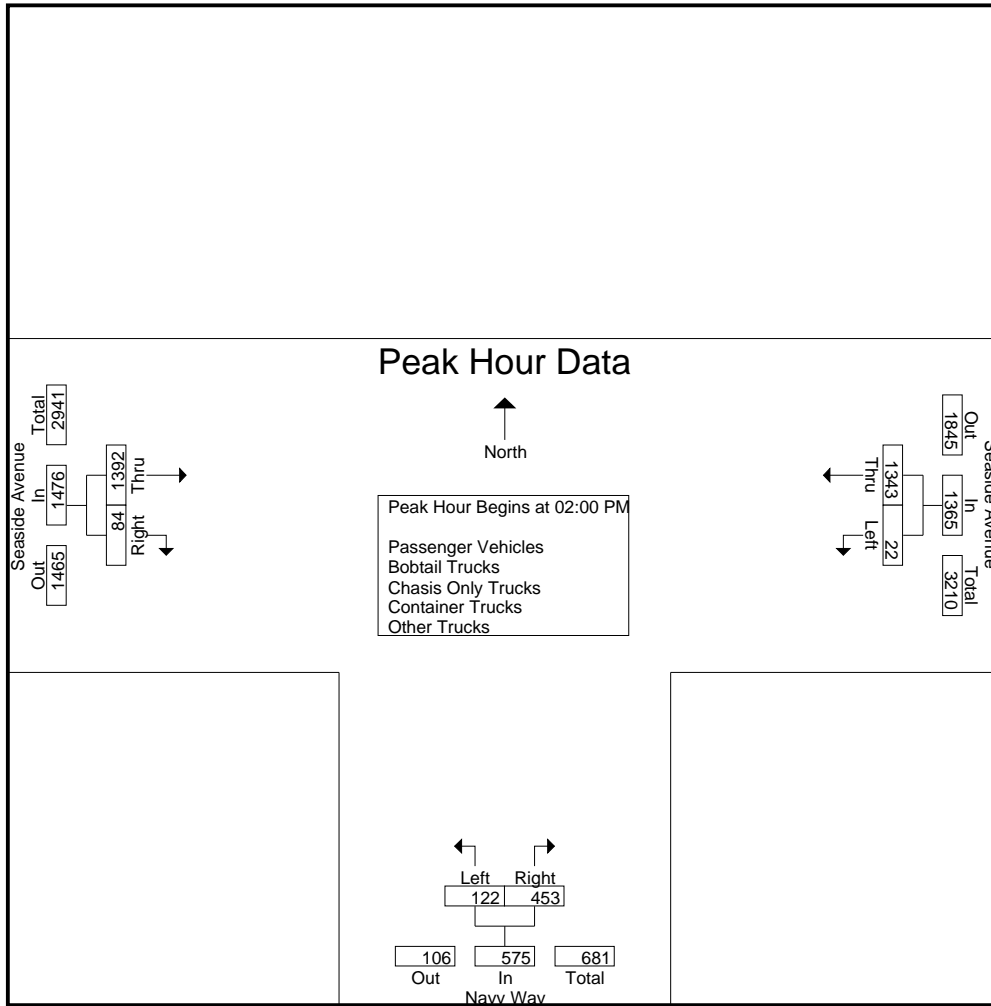
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	4	281	285	19	52	71	300	38	338	694
01:15 PM	5	279	284	16	95	111	282	30	312	707
01:30 PM	12	252	264	22	112	134	314	26	340	738
01:45 PM	9	278	287	23	117	140	341	33	374	801
Total	30	1090	1120	80	376	456	1237	127	1364	2940
02:00 PM	6	325	331	27	135	162	340	26	366	859
02:15 PM	4	301	305	24	107	131	337	25	362	798
02:30 PM	5	374	379	47	123	170	342	21	363	912
02:45 PM	7	343	350	24	88	112	373	12	385	847
Total	22	1343	1365	122	453	575	1392	84	1476	3416
Grand Total	52	2433	2485	202	829	1031	2629	211	2840	6356
Apprch %	2.1	97.9		19.6	80.4		92.6	7.4		
Total %	0.8	38.3	39.1	3.2	13	16.2	41.4	3.3	44.7	
Passenger Vehicles	47	1936	1983	88	195	283	2230	104	2334	4600
% Passenger Vehicles	90.4	79.6	79.8	43.6	23.5	27.4	84.8	49.3	82.2	72.4
Bobtail Trucks	2	181	183	43	265	308	180	41	221	712
% Bobtail Trucks	3.8	7.4	7.4	21.3	32	29.9	6.8	19.4	7.8	11.2
Chasis Only Trucks	0	16	16	5	61	66	37	6	43	125
% Chasis Only Trucks	0	0.7	0.6	2.5	7.4	6.4	1.4	2.8	1.5	2
Container Trucks	3	259	262	65	299	364	143	60	203	829
% Container Trucks	5.8	10.6	10.5	32.2	36.1	35.3	5.4	28.4	7.1	13
Other Trucks	0	41	41	1	9	10	39	0	39	90
% Other Trucks	0	1.7	1.6	0.5	1.1	1	1.5	0	1.4	1.4

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	6	325	331	27	135	162	340	26	366	859
02:15 PM	4	301	305	24	107	131	337	25	362	798
02:30 PM	5	374	379	47	123	170	342	21	363	912
02:45 PM	7	343	350	24	88	112	373	12	385	847
Total Volume	22	1343	1365	122	453	575	1392	84	1476	3416
% App. Total	1.6	98.4		21.2	78.8		94.3	5.7		
PHF	.786	.898	.900	.649	.839	.846	.933	.808	.958	.936

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			01:45 PM			02:00 PM		
+0 mins.	6	325	331	23	117	140	340	26	366
+15 mins.	4	301	305	27	135	162	337	25	362
+30 mins.	5	374	379	24	107	131	342	21	363
+45 mins.	7	343	350	47	123	170	373	12	385
Total Volume	22	1343	1365	121	482	603	1392	84	1476
% App. Total	1.6	98.4		20.1	79.9		94.3	5.7	
PHF	.786	.898	.900	.644	.893	.887	.933	.808	.958

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

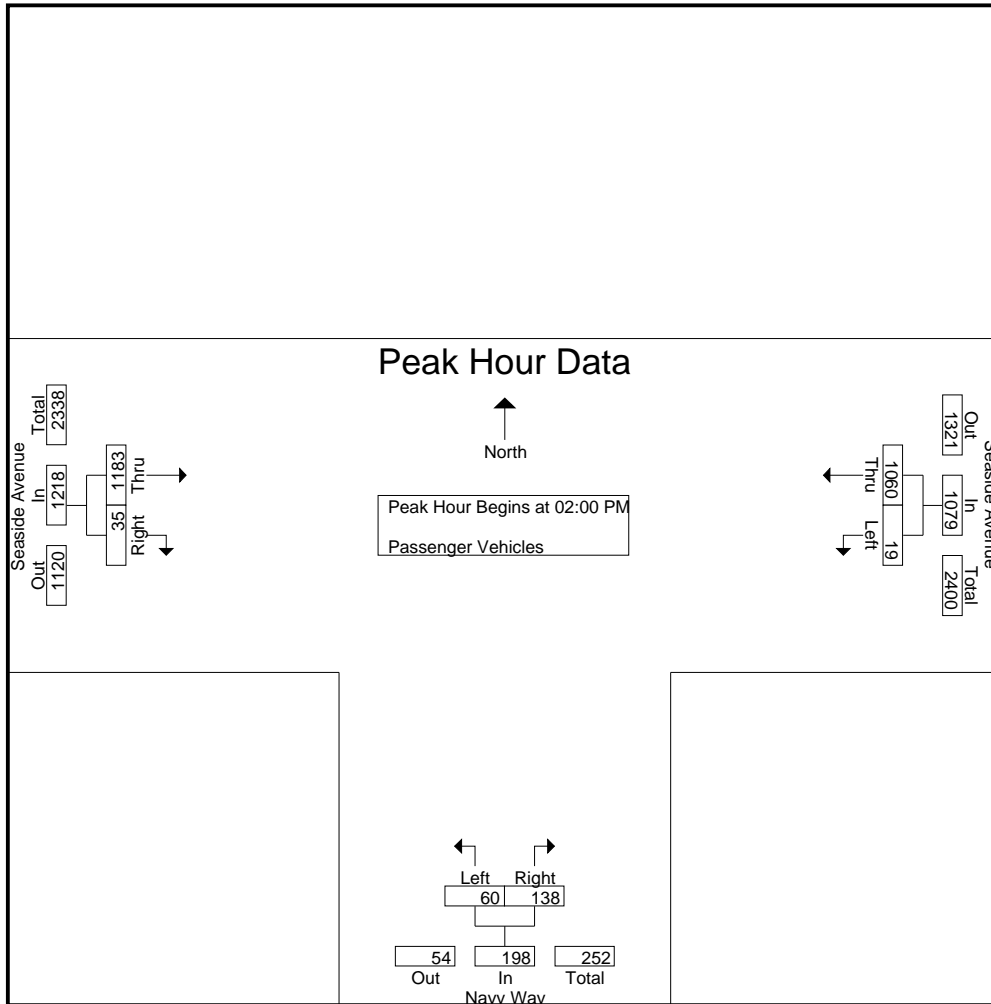
Groups Printed- Passenger Vehicles

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	4	237	241	7	9	16	266	25	291	548
01:15 PM	5	228	233	5	15	20	253	13	266	519
01:30 PM	11	202	213	7	15	22	255	18	273	508
01:45 PM	8	209	217	9	18	27	273	13	286	530
Total	28	876	904	28	57	85	1047	69	1116	2105
02:00 PM	5	258	263	12	39	51	291	12	303	617
02:15 PM	4	239	243	7	21	28	272	11	283	554
02:30 PM	4	285	289	29	37	66	286	6	292	647
02:45 PM	6	278	284	12	41	53	334	6	340	677
Total	19	1060	1079	60	138	198	1183	35	1218	2495
Grand Total	47	1936	1983	88	195	283	2230	104	2334	4600
Apprch %	2.4	97.6		31.1	68.9		95.5	4.5		
Total %	1	42.1	43.1	1.9	4.2	6.2	48.5	2.3	50.7	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	258	263	12	39	51	291	12	303	617
02:15 PM	4	239	243	7	21	28	272	11	283	554
02:30 PM	4	285	289	29	37	66	286	6	292	647
02:45 PM	6	278	284	12	41	53	334	6	340	677
Total Volume	19	1060	1079	60	138	198	1183	35	1218	2495
% App. Total	1.8	98.2		30.3	69.7		97.1	2.9		
PHF	.792	.930	.933	.517	.841	.750	.885	.729	.896	.921

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	258	263	12	39	51	291	12	303
+15 mins.	4	239	243	7	21	28	272	11	283
+30 mins.	4	285	289	29	37	66	286	6	292
+45 mins.	6	278	284	12	41	53	334	6	340
Total Volume	19	1060	1079	60	138	198	1183	35	1218
% App. Total	1.8	98.2		30.3	69.7		97.1	2.9	
PHF	.792	.930	.933	.517	.841	.750	.885	.729	.896

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

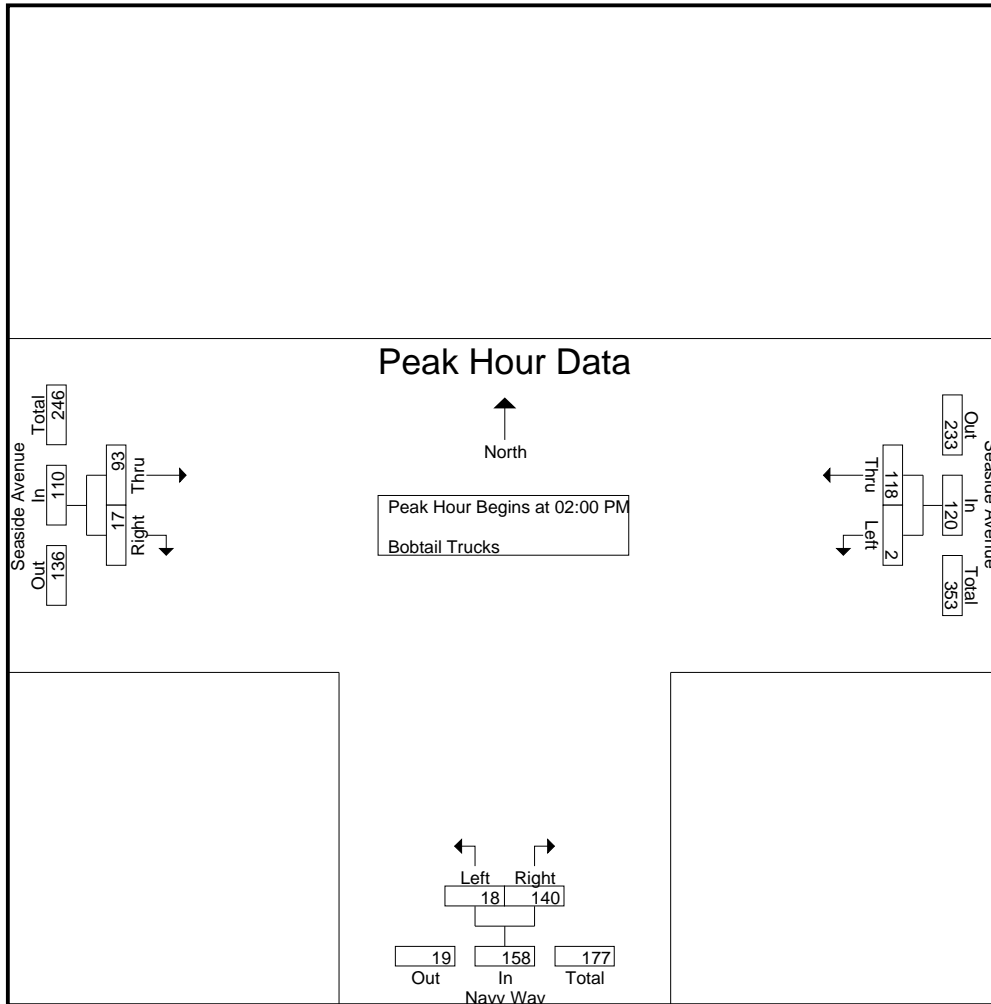
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	11	11	3	22	25	17	2	19	55
01:15 PM	0	19	19	9	40	49	9	7	16	84
01:30 PM	0	14	14	6	38	44	28	4	32	90
01:45 PM	0	19	19	7	25	32	33	11	44	95
Total	0	63	63	25	125	150	87	24	111	324
02:00 PM	1	24	25	5	38	43	22	8	30	98
02:15 PM	0	22	22	4	41	45	36	4	40	107
02:30 PM	0	40	40	5	35	40	22	4	26	106
02:45 PM	1	32	33	4	26	30	13	1	14	77
Total	2	118	120	18	140	158	93	17	110	388
Grand Total	2	181	183	43	265	308	180	41	221	712
Apprch %	1.1	98.9		14	86		81.4	18.6		
Total %	0.3	25.4	25.7	6	37.2	43.3	25.3	5.8	31	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	1	24	25	5	38	43	22	8	30	98
02:15 PM	0	22	22	4	41	45	36	4	40	107
02:30 PM	0	40	40	5	35	40	22	4	26	106
02:45 PM	1	32	33	4	26	30	13	1	14	77
Total Volume	2	118	120	18	140	158	93	17	110	388
% App. Total	1.7	98.3		11.4	88.6		84.5	15.5		
PHF	.500	.738	.750	.900	.854	.878	.646	.531	.688	.907

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	24	25	5	38	43	22	8	30
+15 mins.	0	22	22	4	41	45	36	4	40
+30 mins.	0	40	40	5	35	40	22	4	26
+45 mins.	1	32	33	4	26	30	13	1	14
Total Volume	2	118	120	18	140	158	93	17	110
% App. Total	1.7	98.3		11.4	88.6		84.5	15.5	
PHF	.500	.738	.750	.900	.854	.878	.646	.531	.688

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

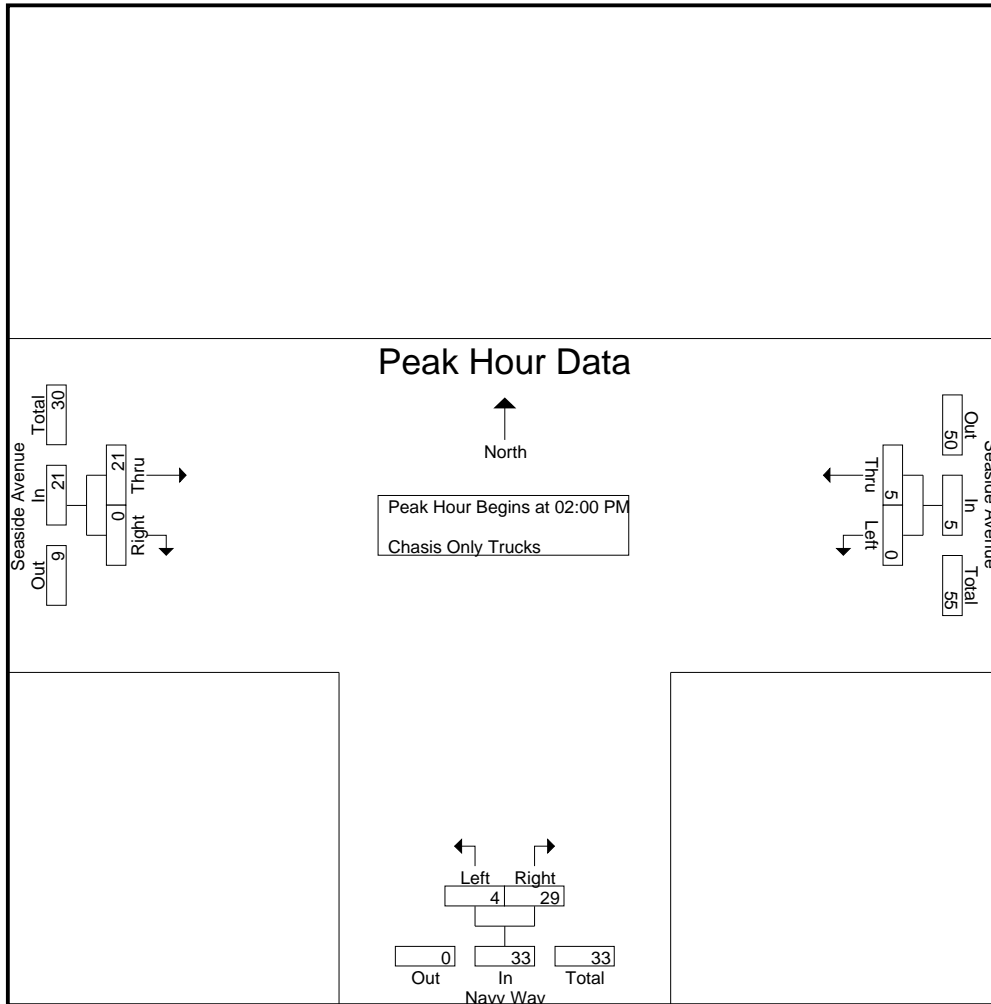
Groups Printed- Chasis Only Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	3	3	1	3	4	2	2	4	11
01:15 PM	0	2	2	0	6	6	4	3	7	15
01:30 PM	0	2	2	0	10	10	5	0	5	17
01:45 PM	0	4	4	0	13	13	5	1	6	23
Total	0	11	11	1	32	33	16	6	22	66
02:00 PM	0	1	1	1	12	13	2	0	2	16
02:15 PM	0	3	3	2	6	8	6	0	6	17
02:30 PM	0	1	1	1	10	11	6	0	6	18
02:45 PM	0	0	0	0	1	1	7	0	7	8
Total	0	5	5	4	29	33	21	0	21	59
Grand Total	0	16	16	5	61	66	37	6	43	125
Apprch %	0	100		7.6	92.4		86	14		
Total %	0	12.8	12.8	4	48.8	52.8	29.6	4.8	34.4	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	1	1	1	12	13	2	0	2	16
02:15 PM	0	3	3	2	6	8	6	0	6	17
02:30 PM	0	1	1	1	10	11	6	0	6	18
02:45 PM	0	0	0	0	1	1	7	0	7	8
Total Volume	0	5	5	4	29	33	21	0	21	59
% App. Total	0	100		12.1	87.9		100	0		
PHF	.000	.417	.417	.500	.604	.635	.750	.000	.750	.819

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	1	1	1	12	13	2	0	2
+15 mins.	0	3	3	2	6	8	6	0	6
+30 mins.	0	1	1	1	10	11	6	0	6
+45 mins.	0	0	0	0	1	1	7	0	7
Total Volume	0	5	5	4	29	33	21	0	21
% App. Total	0	100		12.1	87.9		100	0	
PHF	.000	.417	.417	.500	.604	.635	.750	.000	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNAEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

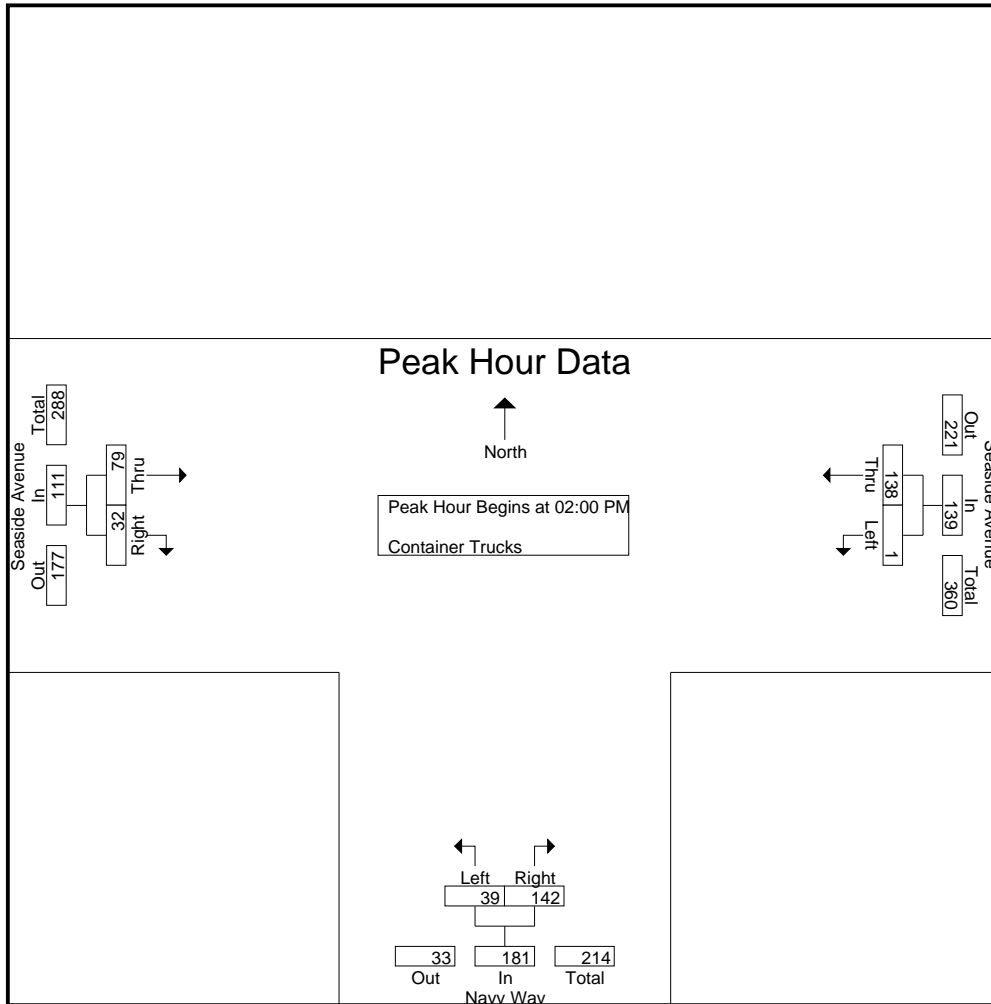
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	26	26	8	18	26	9	9	18	70
01:15 PM	0	25	25	2	32	34	9	7	16	75
01:30 PM	1	31	32	9	47	56	22	4	26	114
01:45 PM	1	39	40	7	60	67	24	8	32	139
Total	2	121	123	26	157	183	64	28	92	398
02:00 PM	0	34	34	9	45	54	19	6	25	113
02:15 PM	0	34	34	10	37	47	20	10	30	111
02:30 PM	1	40	41	12	40	52	26	11	37	130
02:45 PM	0	30	30	8	20	28	14	5	19	77
Total	1	138	139	39	142	181	79	32	111	431
Grand Total	3	259	262	65	299	364	143	60	203	829
Apprch %	1.1	98.9		17.9	82.1		70.4	29.6		
Total %	0.4	31.2	31.6	7.8	36.1	43.9	17.2	7.2	24.5	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	34	34	9	45	54	19	6	25	113
02:15 PM	0	34	34	10	37	47	20	10	30	111
02:30 PM	1	40	41	12	40	52	26	11	37	130
02:45 PM	0	30	30	8	20	28	14	5	19	77
Total Volume	1	138	139	39	142	181	79	32	111	431
% App. Total	0.7	99.3		21.5	78.5		71.2	28.8		
PHF	.250	.863	.848	.813	.789	.838	.760	.727	.750	.829

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	34	34	9	45	54	19	6	25
+15 mins.	0	34	34	10	37	47	20	10	30
+30 mins.	1	40	41	12	40	52	26	11	37
+45 mins.	0	30	30	8	20	28	14	5	19
Total Volume	1	138	139	39	142	181	79	32	111
% App. Total	0.7	99.3		21.5	78.5		71.2	28.8	
PHF	.250	.863	.848	.813	.789	.838	.760	.727	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNAEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

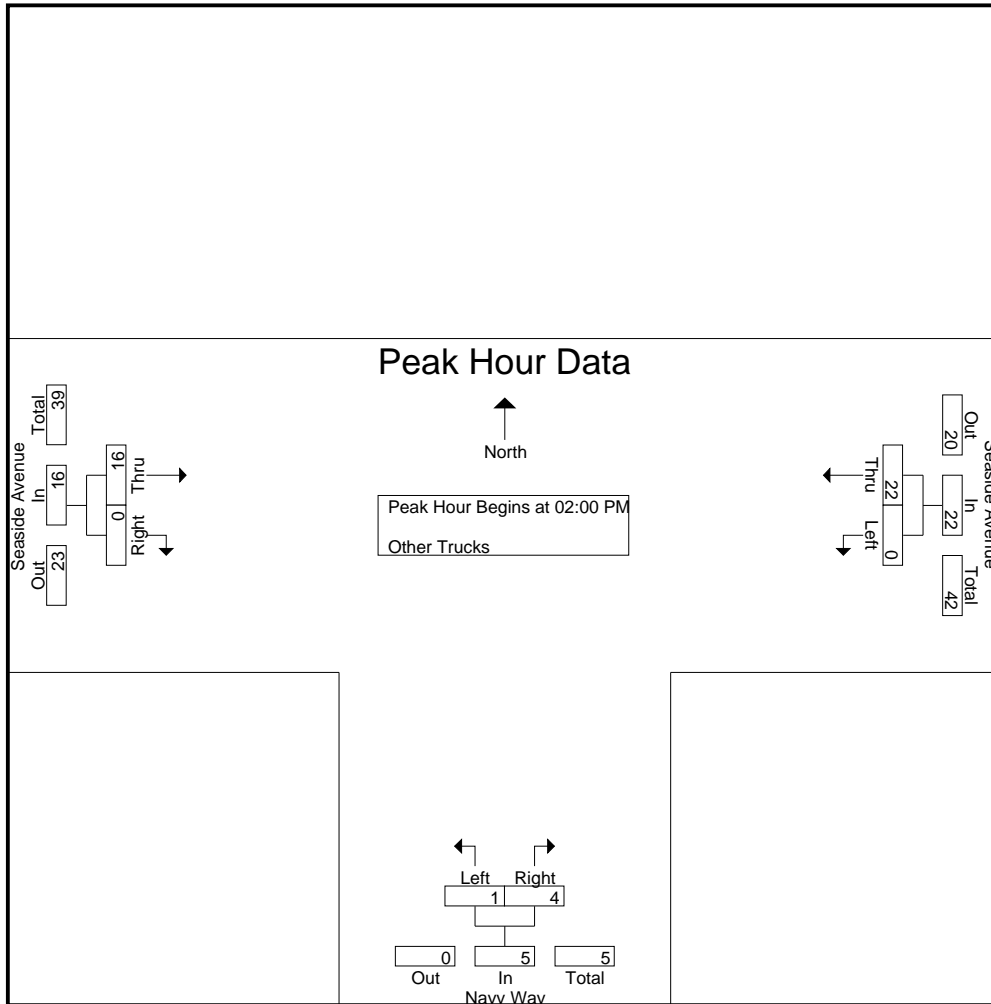
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	4	4	0	0	0	6	0	6	10
01:15 PM	0	5	5	0	2	2	7	0	7	14
01:30 PM	0	3	3	0	2	2	4	0	4	9
01:45 PM	0	7	7	0	1	1	6	0	6	14
Total	0	19	19	0	5	5	23	0	23	47
02:00 PM	0	8	8	0	1	1	6	0	6	15
02:15 PM	0	3	3	1	2	3	3	0	3	9
02:30 PM	0	8	8	0	1	1	2	0	2	11
02:45 PM	0	3	3	0	0	0	5	0	5	8
Total	0	22	22	1	4	5	16	0	16	43
Grand Total	0	41	41	1	9	10	39	0	39	90
Apprch %	0	100		10	90		100	0		
Total %	0	45.6	45.6	1.1	10	11.1	43.3	0	43.3	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
02:00 PM	0	8	8	0	1	1	6	0	6	15
02:15 PM	0	3	3	1	2	3	3	0	3	9
02:30 PM	0	8	8	0	1	1	2	0	2	11
02:45 PM	0	3	3	0	0	0	5	0	5	8
Total Volume	0	22	22	1	4	5	16	0	16	43
% App. Total	0	100		20	80		100	0		
PHF	.000	.688	.688	.250	.500	.417	.667	.000	.667	.717

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	8	8	0	1	1	6	0	6
+15 mins.	0	3	3	1	2	3	3	0	3
+30 mins.	0	8	8	0	1	1	2	0	2
+45 mins.	0	3	3	0	0	0	5	0	5
Total Volume	0	22	22	1	4	5	16	0	16
% App. Total	0	100		20	80		100	0	
PHF	.000	.688	.688	.250	.500	.417	.667	.000	.667

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

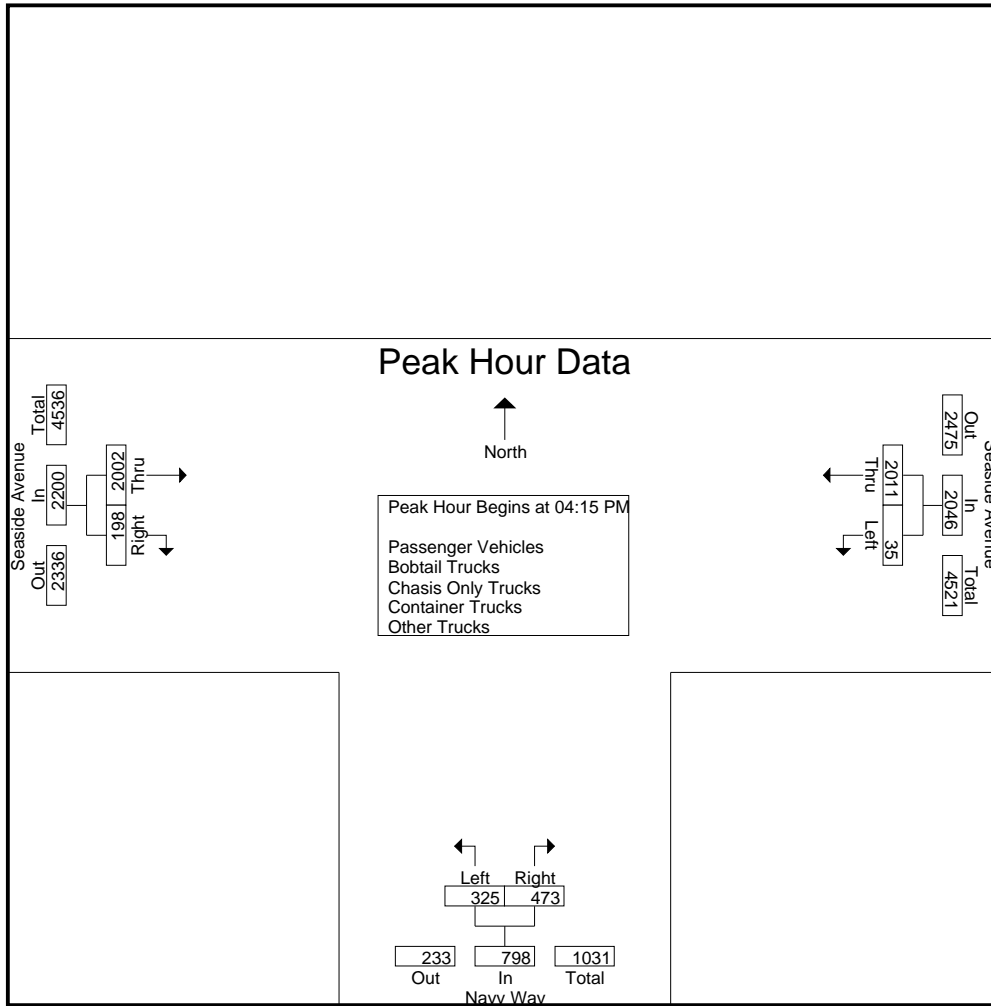
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	368	375	58	110	168	448	37	485	1028
04:15 PM	9	415	424	79	146	225	499	44	543	1192
04:30 PM	9	511	520	71	122	193	499	59	558	1271
04:45 PM	8	583	591	126	119	245	555	67	622	1458
Total	33	1877	1910	334	497	831	2001	207	2208	4949
05:00 PM	9	502	511	49	86	135	449	28	477	1123
05:15 PM	11	489	500	31	80	111	472	47	519	1130
05:30 PM	5	532	537	29	58	87	549	52	601	1225
05:45 PM	6	448	454	41	80	121	497	37	534	1109
Total	31	1971	2002	150	304	454	1967	164	2131	4587
Grand Total	64	3848	3912	484	801	1285	3968	371	4339	9536
Apprch %	1.6	98.4		37.7	62.3		91.4	8.6		
Total %	0.7	40.4	41	5.1	8.4	13.5	41.6	3.9	45.5	
Passenger Vehicles	63	3422	3485	374	484	858	3764	271	4035	8378
% Passenger Vehicles	98.4	88.9	89.1	77.3	60.4	66.8	94.9	73	93	87.9
Bobtail Trucks	0	235	235	52	107	159	61	29	90	484
% Bobtail Trucks	0	6.1	6	10.7	13.4	12.4	1.5	7.8	2.1	5.1
Chasis Only Trucks	0	14	14	1	34	35	26	3	29	78
% Chasis Only Trucks	0	0.4	0.4	0.2	4.2	2.7	0.7	0.8	0.7	0.8
Container Trucks	1	158	159	56	167	223	91	67	158	540
% Container Trucks	1.6	4.1	4.1	11.6	20.8	17.4	2.3	18.1	3.6	5.7
Other Trucks	0	19	19	1	9	10	26	1	27	56
% Other Trucks	0	0.5	0.5	0.2	1.1	0.8	0.7	0.3	0.6	0.6

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	9	415	424	79	146	225	499	44	543	1192
04:30 PM	9	511	520	71	122	193	499	59	558	1271
04:45 PM	8	583	591	126	119	245	555	67	622	1458
05:00 PM	9	502	511	49	86	135	449	28	477	1123
Total Volume	35	2011	2046	325	473	798	2002	198	2200	5044
% App. Total	1.7	98.3		40.7	59.3		91	9		
PHF	.972	.862	.865	.645	.810	.814	.902	.739	.884	.865

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	9	415	424	79	146	225	499	44	543
+15 mins.	9	511	520	71	122	193	499	59	558
+30 mins.	8	583	591	126	119	245	555	67	622
+45 mins.	9	502	511	49	86	135	449	28	477
Total Volume	35	2011	2046	325	473	798	2002	198	2200
% App. Total	1.7	98.3		40.7	59.3		91	9	
PHF	.972	.862	.865	.645	.810	.814	.902	.739	.884

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

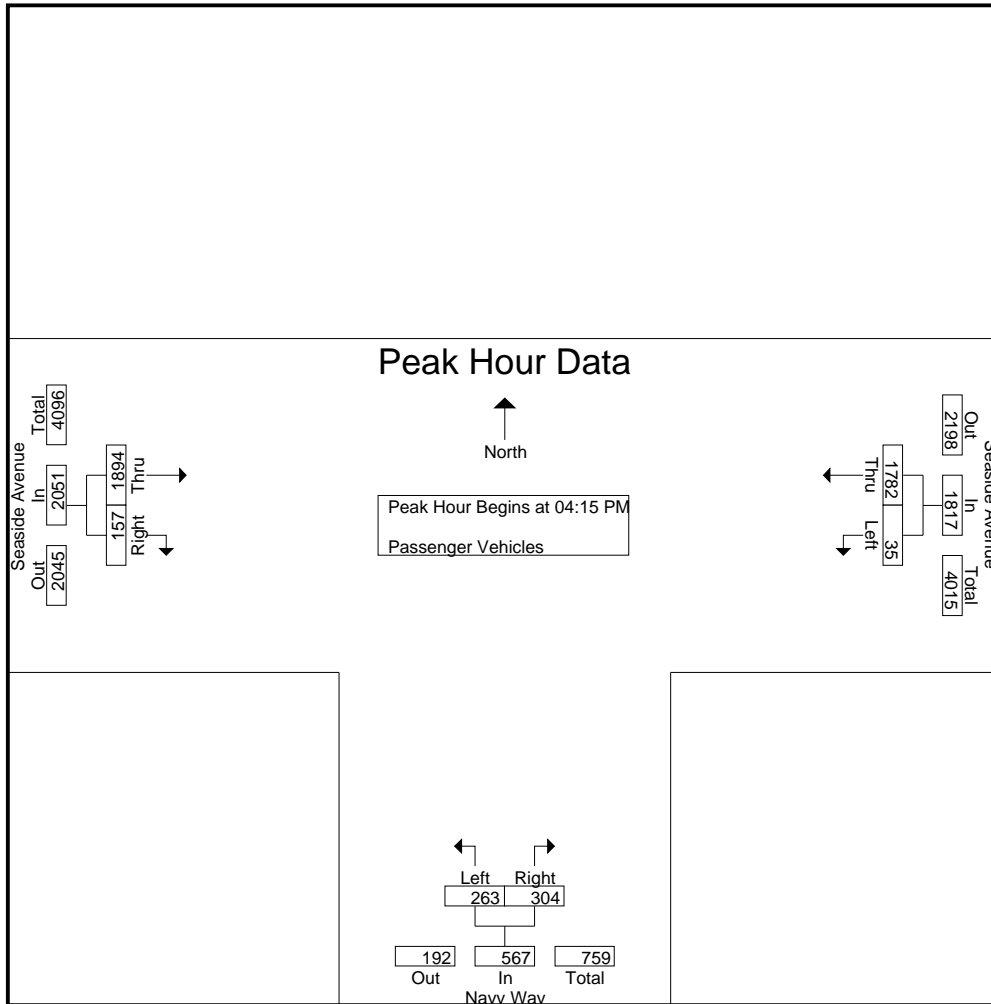
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	318	325	31	39	70	387	22	409	804
04:15 PM	9	359	368	53	69	122	441	32	473	963
04:30 PM	9	444	453	49	64	113	472	47	519	1085
04:45 PM	8	525	533	112	88	200	539	57	596	1329
Total	33	1646	1679	245	260	505	1839	158	1997	4181
05:00 PM	9	454	463	49	83	132	442	21	463	1058
05:15 PM	11	442	453	25	47	72	462	35	497	1022
05:30 PM	4	481	485	22	43	65	536	34	570	1120
05:45 PM	6	399	405	33	51	84	485	23	508	997
Total	30	1776	1806	129	224	353	1925	113	2038	4197
Grand Total	63	3422	3485	374	484	858	3764	271	4035	8378
Apprch %	1.8	98.2		43.6	56.4		93.3	6.7		
Total %	0.8	40.8	41.6	4.5	5.8	10.2	44.9	3.2	48.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	9	359	368	53	69	122	441	32	473	963
04:30 PM	9	444	453	49	64	113	472	47	519	1085
04:45 PM	8	525	533	112	88	200	539	57	596	1329
05:00 PM	9	454	463	49	83	132	442	21	463	1058
Total Volume	35	1782	1817	263	304	567	1894	157	2051	4435
% App. Total	1.9	98.1		46.4	53.6		92.3	7.7		
PHF	.972	.849	.852	.587	.864	.709	.878	.689	.860	.834

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	9	359	368	53	69	122	441	32	473
+15 mins.	9	444	453	49	64	113	472	47	519
+30 mins.	8	525	533	112	88	200	539	57	596
+45 mins.	9	454	463	49	83	132	442	21	463
Total Volume	35	1782	1817	263	304	567	1894	157	2051
% App. Total	1.9	98.1		46.4	53.6		92.3	7.7	
PHF	.972	.849	.852	.587	.864	.709	.878	.689	.860

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

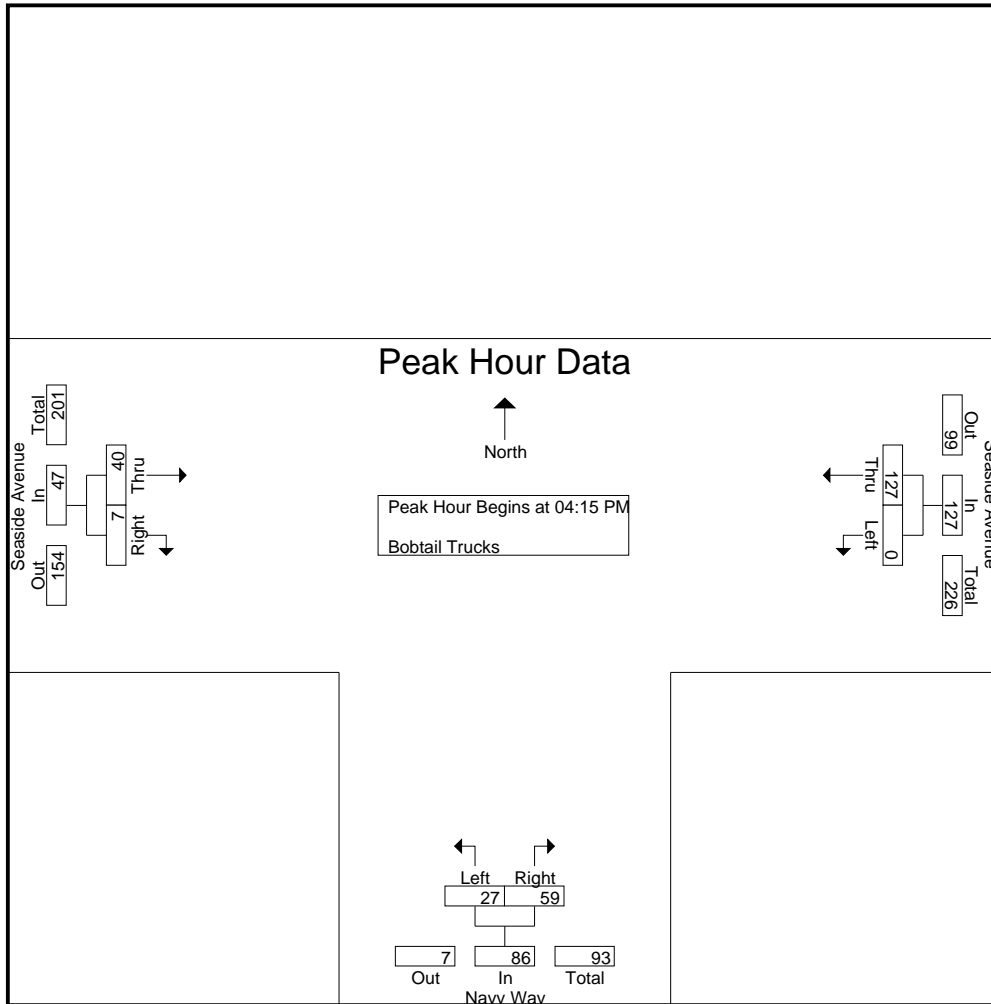
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	25	25	15	25	40	21	6	27	92
04:15 PM	0	29	29	14	28	42	28	4	32	103
04:30 PM	0	41	41	7	18	25	9	2	11	77
04:45 PM	0	35	35	6	12	18	3	1	4	57
Total	0	130	130	42	83	125	61	13	74	329
05:00 PM	0	22	22	0	1	1	0	0	0	23
05:15 PM	0	22	22	1	2	3	0	6	6	31
05:30 PM	0	33	33	6	7	13	0	4	4	50
05:45 PM	0	28	28	3	14	17	0	6	6	51
Total	0	105	105	10	24	34	0	16	16	155
Grand Total	0	235	235	52	107	159	61	29	90	484
Apprch %	0	100		32.7	67.3		67.8	32.2		
Total %	0	48.6	48.6	10.7	22.1	32.9	12.6	6	18.6	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	29	29	14	28	42	28	4	32	103
04:30 PM	0	41	41	7	18	25	9	2	11	77
04:45 PM	0	35	35	6	12	18	3	1	4	57
05:00 PM	0	22	22	0	1	1	0	0	0	23
Total Volume	0	127	127	27	59	86	40	7	47	260
% App. Total	0	100		31.4	68.6		85.1	14.9		
PHF	.000	.774	.774	.482	.527	.512	.357	.438	.367	.631

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	29	29	14	28	42	28	4	32
+15 mins.	0	41	41	7	18	25	9	2	11
+30 mins.	0	35	35	6	12	18	3	1	4
+45 mins.	0	22	22	0	1	1	0	0	0
Total Volume	0	127	127	27	59	86	40	7	47
% App. Total	0	100		31.4	68.6		85.1	14.9	
PHF	.000	.774	.774	.482	.527	.512	.357	.438	.367

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

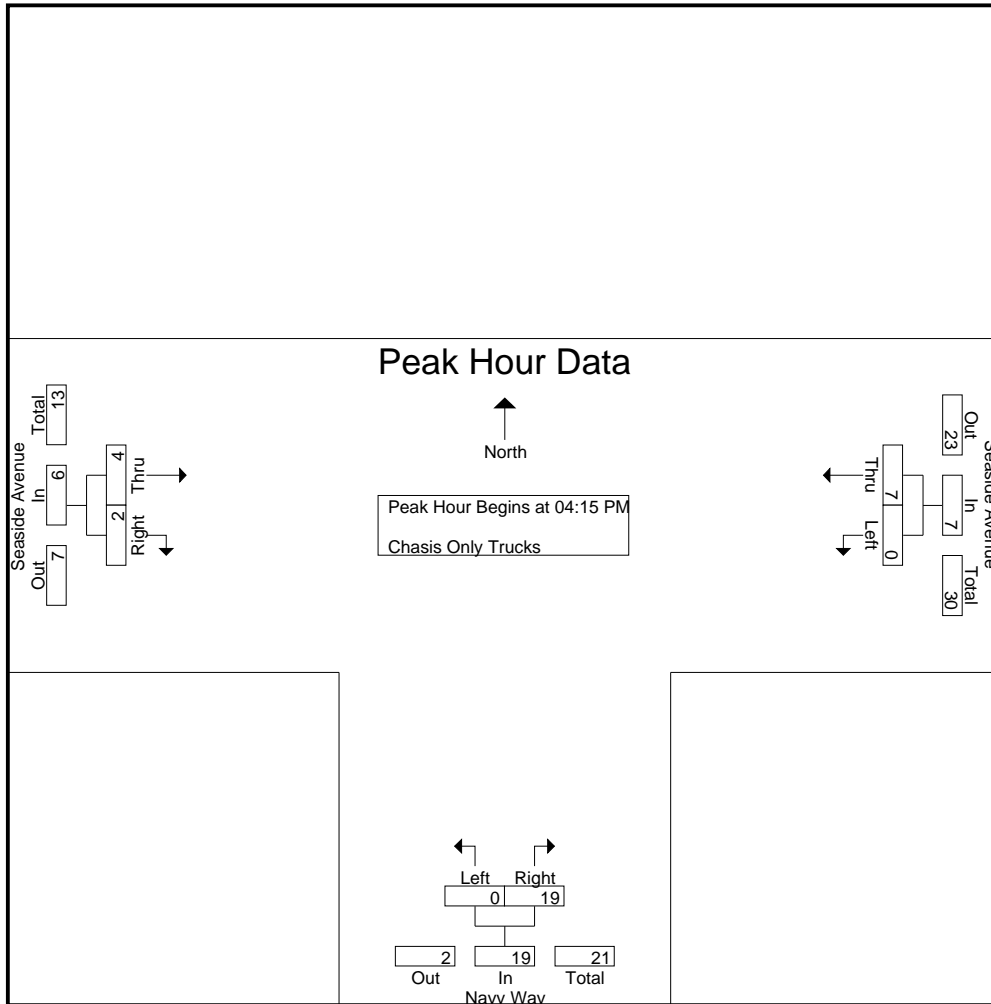
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	0	4	4	7	0	7	14
04:15 PM	0	4	4	0	9	9	1	1	2	15
04:30 PM	0	0	0	0	7	7	0	1	1	8
04:45 PM	0	2	2	0	3	3	2	0	2	7
Total	0	9	9	0	23	23	10	2	12	44
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	2	2	0	5	5	4	0	4	11
05:30 PM	0	1	1	0	2	2	5	0	5	8
05:45 PM	0	1	1	1	4	5	6	1	7	13
Total	0	5	5	1	11	12	16	1	17	34
Grand Total	0	14	14	1	34	35	26	3	29	78
Apprch %	0	100		2.9	97.1		89.7	10.3		
Total %	0	17.9	17.9	1.3	43.6	44.9	33.3	3.8	37.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	4	4	0	9	9	1	1	2	15
04:30 PM	0	0	0	0	7	7	0	1	1	8
04:45 PM	0	2	2	0	3	3	2	0	2	7
05:00 PM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	7	7	0	19	19	4	2	6	32
% App. Total	0	100		0	100		66.7	33.3		
PHF	.000	.438	.438	.000	.528	.528	.500	.500	.750	.533

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	4	4	0	9	9	1	1	2
+15 mins.	0	0	0	0	7	7	0	1	1
+30 mins.	0	2	2	0	3	3	2	0	2
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	7	7	0	19	19	4	2	6
% App. Total	0	100		0	100		66.7	33.3	
PHF	.000	.438	.438	.000	.528	.528	.500	.500	.750

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

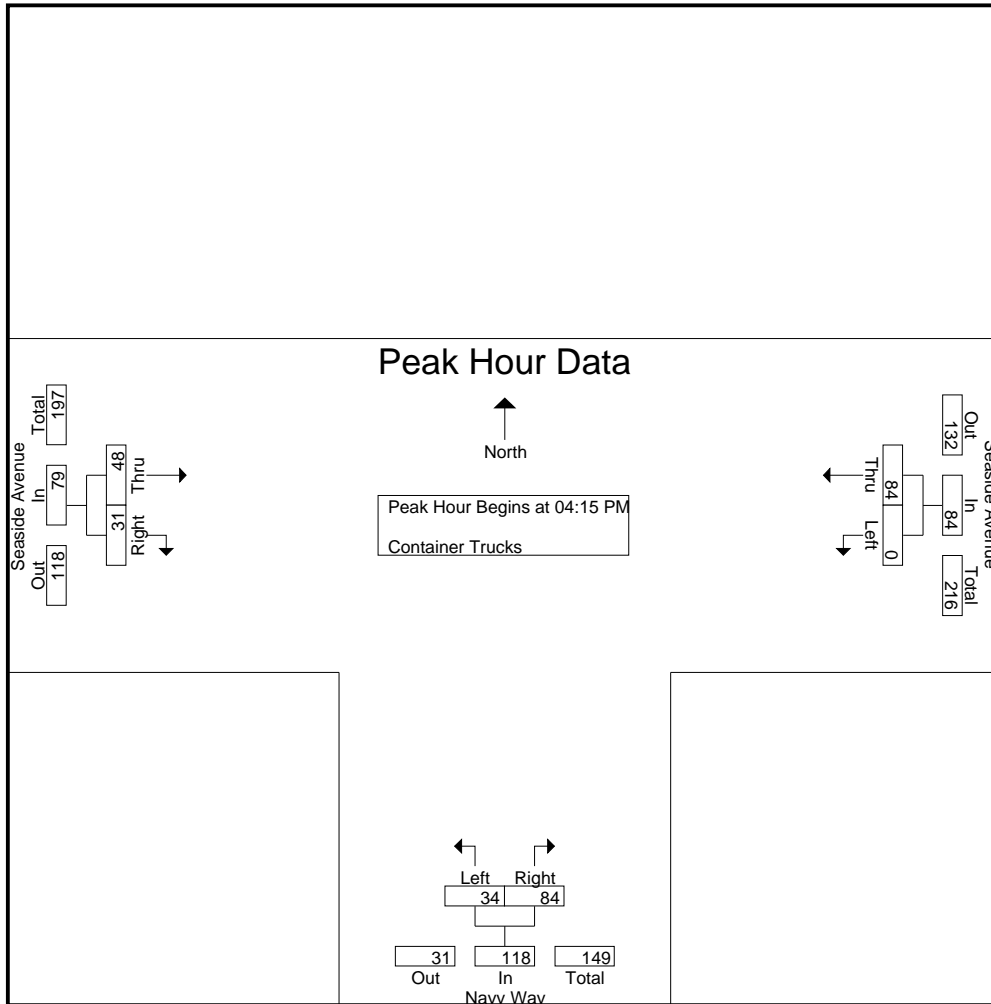
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	19	19	12	41	53	25	9	34	106
04:15 PM	0	18	18	11	37	48	24	7	31	97
04:30 PM	0	23	23	15	30	45	14	9	23	91
04:45 PM	0	19	19	8	15	23	5	9	14	56
Total	0	79	79	46	123	169	68	34	102	350
05:00 PM	0	24	24	0	2	2	5	6	11	37
05:15 PM	0	19	19	5	26	31	6	6	12	62
05:30 PM	1	16	17	1	6	7	7	14	21	45
05:45 PM	0	20	20	4	10	14	5	7	12	46
Total	1	79	80	10	44	54	23	33	56	190
Grand Total	1	158	159	56	167	223	91	67	158	540
Apprch %	0.6	99.4		25.1	74.9		57.6	42.4		
Total %	0.2	29.3	29.4	10.4	30.9	41.3	16.9	12.4	29.3	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	18	18	11	37	48	24	7	31	97
04:30 PM	0	23	23	15	30	45	14	9	23	91
04:45 PM	0	19	19	8	15	23	5	9	14	56
05:00 PM	0	24	24	0	2	2	5	6	11	37
Total Volume	0	84	84	34	84	118	48	31	79	281
% App. Total	0	100		28.8	71.2		60.8	39.2		
PHF	.000	.875	.875	.567	.568	.615	.500	.861	.637	.724

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	18	18	11	37	48	24	7	31
+15 mins.	0	23	23	15	30	45	14	9	23
+30 mins.	0	19	19	8	15	23	5	9	14
+45 mins.	0	24	24	0	2	2	5	6	11
Total Volume	0	84	84	34	84	118	48	31	79
% App. Total	0	100		28.8	71.2		60.8	39.2	
PHF	.000	.875	.875	.567	.568	.615	.500	.861	.637

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

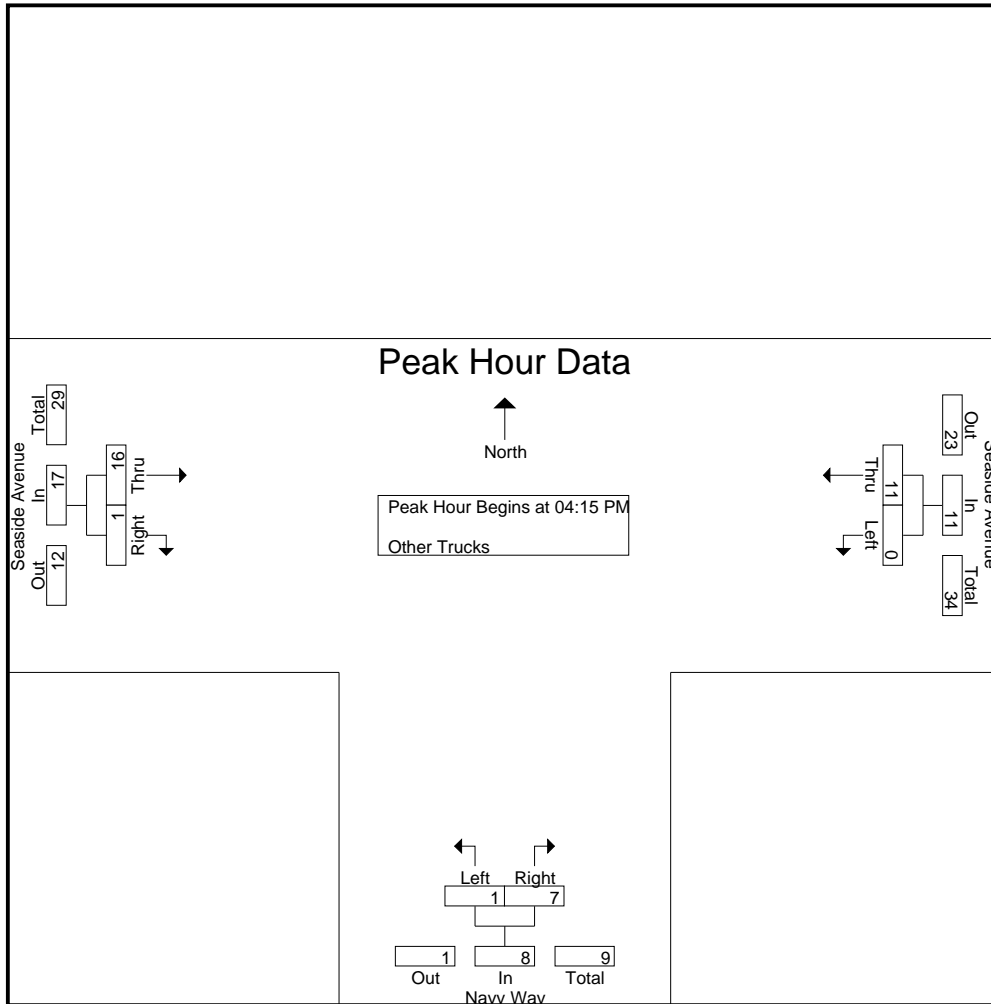
Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	3	3	0	1	1	8	0	8	12
04:15 PM	0	5	5	1	3	4	5	0	5	14
04:30 PM	0	3	3	0	3	3	4	0	4	10
04:45 PM	0	2	2	0	1	1	6	0	6	9
Total	0	13	13	1	8	9	23	0	23	45
05:00 PM	0	1	1	0	0	0	1	1	2	3
05:15 PM	0	4	4	0	0	0	0	0	0	4
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	1	1	1	0	1	2
Total	0	6	6	0	1	1	3	1	4	11
Grand Total	0	19	19	1	9	10	26	1	27	56
Apprch %	0	100		10	90		96.3	3.7		
Total %	0	33.9	33.9	1.8	16.1	17.9	46.4	1.8	48.2	

Start Time	Seaside Avenue Westbound			Navy Way Northbound			Seaside Avenue Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:15 PM	0	5	5	1	3	4	5	0	5	14
04:30 PM	0	3	3	0	3	3	4	0	4	10
04:45 PM	0	2	2	0	1	1	6	0	6	9
05:00 PM	0	1	1	0	0	0	1	1	2	3
Total Volume	0	11	11	1	7	8	16	1	17	36
% App. Total	0	100		12.5	87.5		94.1	5.9		
PHF	.000	.550	.550	.250	.583	.500	.667	.250	.708	.643

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Navy Way
 E/W: Seaside Avenue
 Weather: Sunny

File Name : LBCNASEPM
 Site Code : 0000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	5	5	1	3	4	5	0	5
+15 mins.	0	3	3	0	3	3	4	0	4
+30 mins.	0	2	2	0	1	1	6	0	6
+45 mins.	0	1	1	0	0	0	1	1	2
Total Volume	0	11	11	1	7	8	16	1	17
% App. Total	0	100		12.5	87.5		94.1	5.9	
PHF	.000	.550	.550	.250	.583	.500	.667	.250	.708

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

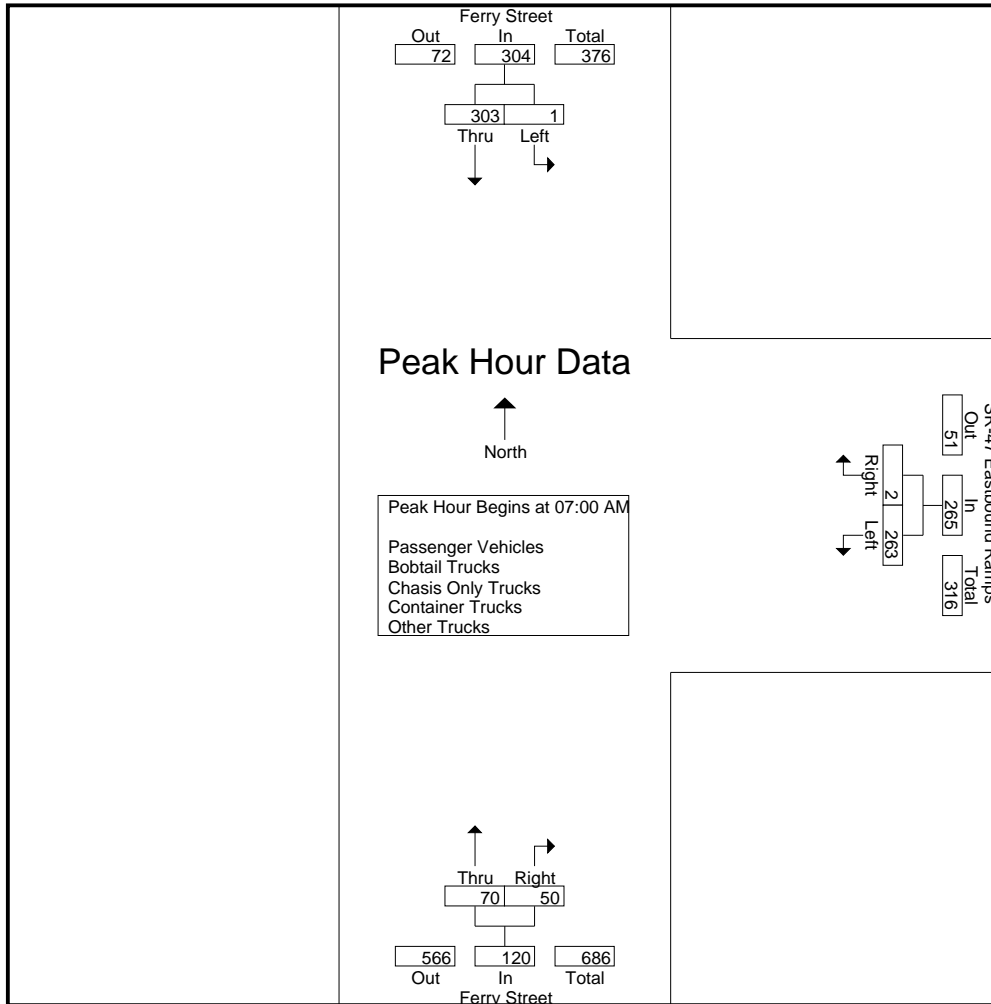
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	95	96	58	1	59	18	10	28	183
07:15 AM	0	78	78	71	1	72	17	10	27	177
07:30 AM	0	62	62	84	0	84	13	7	20	166
07:45 AM	0	68	68	50	0	50	22	23	45	163
Total	1	303	304	263	2	265	70	50	120	689
08:00 AM	1	59	60	36	2	38	25	15	40	138
08:15 AM	0	39	39	37	1	38	16	21	37	114
08:30 AM	2	37	39	26	0	26	9	33	42	107
08:45 AM	1	45	46	21	1	22	24	39	63	131
Total	4	180	184	120	4	124	74	108	182	490
Grand Total	5	483	488	383	6	389	144	158	302	1179
Apprch %	1	99		98.5	1.5		47.7	52.3		
Total %	0.4	41	41.4	32.5	0.5	33	12.2	13.4	25.6	
Passenger Vehicles	3	335	338	335	6	341	116	67	183	862
% Passenger Vehicles	60	69.4	69.3	87.5	100	87.7	80.6	42.4	60.6	73.1
Bobtail Trucks	1	71	72	24	0	24	13	20	33	129
% Bobtail Trucks	20	14.7	14.8	6.3	0	6.2	9	12.7	10.9	10.9
Chasis Only Trucks	0	10	10	1	0	1	1	4	5	16
% Chasis Only Trucks	0	2.1	2	0.3	0	0.3	0.7	2.5	1.7	1.4
Container Trucks	0	61	61	21	0	21	11	63	74	156
% Container Trucks	0	12.6	12.5	5.5	0	5.4	7.6	39.9	24.5	13.2
Other Trucks	1	6	7	2	0	2	3	4	7	16
% Other Trucks	20	1.2	1.4	0.5	0	0.5	2.1	2.5	2.3	1.4

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	1	95	96	58	1	59	18	10	28	183
07:15 AM	0	78	78	71	1	72	17	10	27	177
07:30 AM	0	62	62	84	0	84	13	7	20	166
07:45 AM	0	68	68	50	0	50	22	23	45	163
Total Volume	1	303	304	263	2	265	70	50	120	689
% App. Total	0.3	99.7		99.2	0.8		58.3	41.7		
PHF	.250	.797	.792	.783	.500	.789	.795	.543	.667	.941

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			08:00 AM		
+0 mins.	1	95	96	58	1	59	25	15	40
+15 mins.	0	78	78	71	1	72	16	21	37
+30 mins.	0	62	62	84	0	84	9	33	42
+45 mins.	0	68	68	50	0	50	24	39	63
Total Volume	1	303	304	263	2	265	74	108	182
% App. Total	0.3	99.7		99.2	0.8		40.7	59.3	
PHF	.250	.797	.792	.783	.500	.789	.740	.692	.722

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

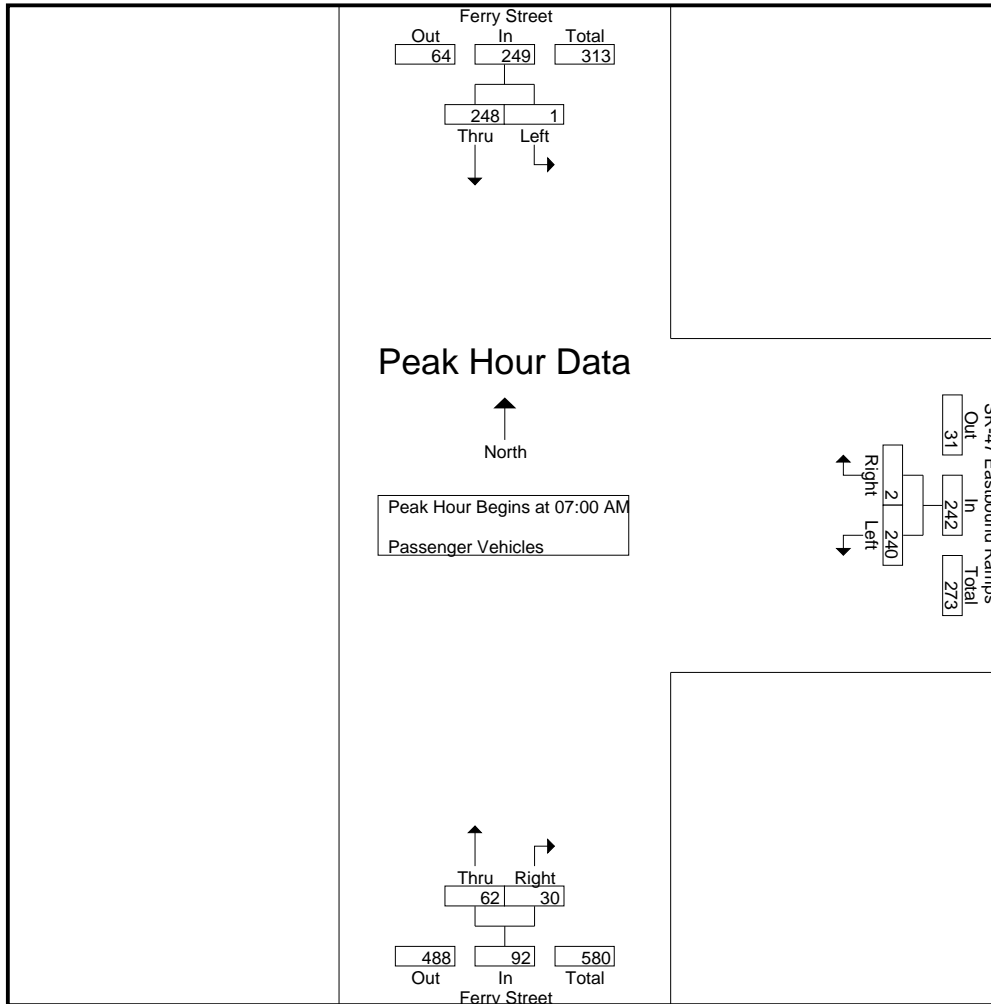
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	83	84	57	1	58	18	7	25	167
07:15 AM	0	67	67	66	1	67	17	8	25	159
07:30 AM	0	54	54	78	0	78	13	6	19	151
07:45 AM	0	44	44	39	0	39	14	9	23	106
Total	1	248	249	240	2	242	62	30	92	583
08:00 AM	0	37	37	27	2	29	22	10	32	98
08:15 AM	0	15	15	31	1	32	13	11	24	71
08:30 AM	2	15	17	21	0	21	7	6	13	51
08:45 AM	0	20	20	16	1	17	12	10	22	59
Total	2	87	89	95	4	99	54	37	91	279
Grand Total	3	335	338	335	6	341	116	67	183	862
Apprch %	0.9	99.1		98.2	1.8		63.4	36.6		
Total %	0.3	38.9	39.2	38.9	0.7	39.6	13.5	7.8	21.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	83	84	57	1	58	18	7	25	167
07:15 AM	0	67	67	66	1	67	17	8	25	159
07:30 AM	0	54	54	78	0	78	13	6	19	151
07:45 AM	0	44	44	39	0	39	14	9	23	106
Total Volume	1	248	249	240	2	242	62	30	92	583
% App. Total	0.4	99.6		99.2	0.8		67.4	32.6		
PHF	.250	.747	.741	.769	.500	.776	.861	.833	.920	.873

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	1	83	84	57	1	58	18	7	25
+15 mins.	0	67	67	66	1	67	17	8	25
+30 mins.	0	54	54	78	0	78	13	6	19
+45 mins.	0	44	44	39	0	39	14	9	23
Total Volume	1	248	249	240	2	242	62	30	92
% App. Total	0.4	99.6		99.2	0.8		67.4	32.6	
PHF	.250	.747	.741	.769	.500	.776	.861	.833	.920

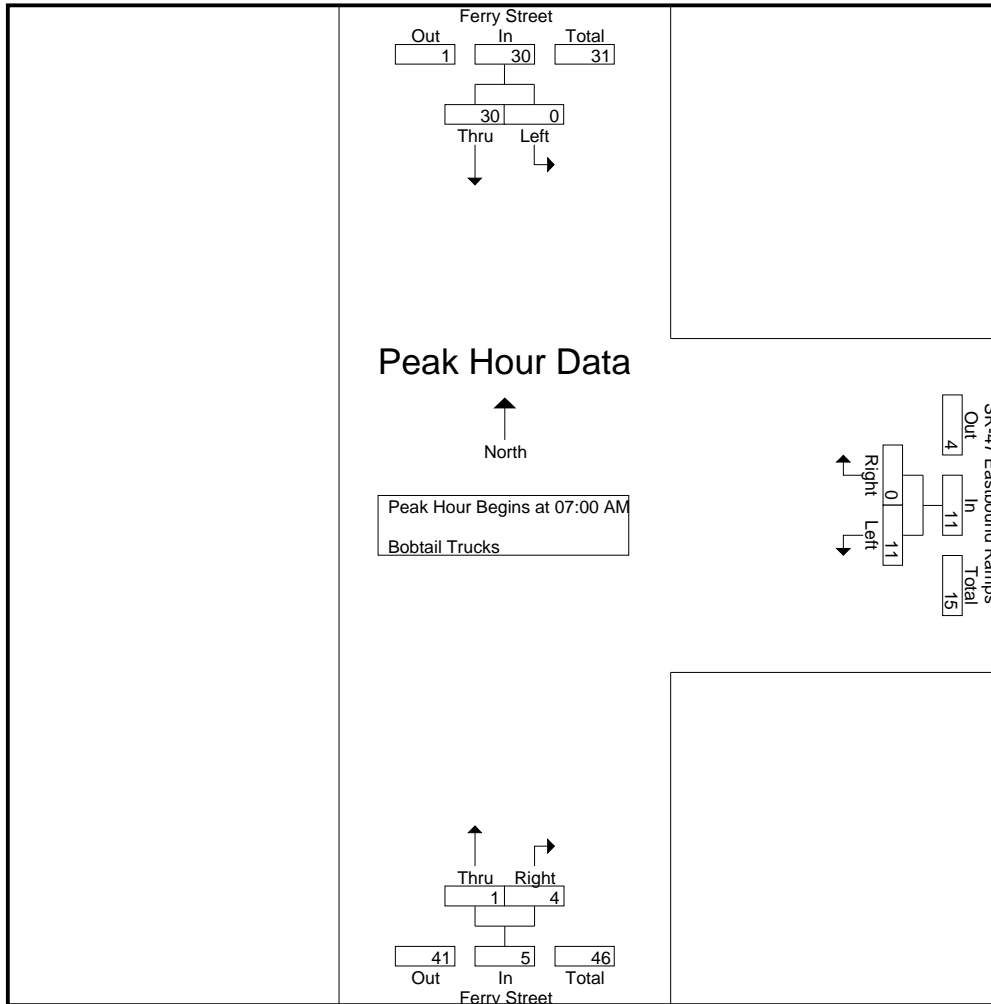
City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	7	7	0	0	0	0	2	2	9
07:15 AM	0	8	8	4	0	4	0	1	1	13
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	13	13	6	0	6	1	1	2	21
Total	0	30	30	11	0	11	1	4	5	46
08:00 AM	1	12	13	5	0	5	1	0	1	19
08:15 AM	0	12	12	2	0	2	2	4	6	20
08:30 AM	0	7	7	3	0	3	2	5	7	17
08:45 AM	0	10	10	3	0	3	7	7	14	27
Total	1	41	42	13	0	13	12	16	28	83
Grand Total	1	71	72	24	0	24	13	20	33	129
Apprch %	1.4	98.6		100	0		39.4	60.6		
Total %	0.8	55	55.8	18.6	0	18.6	10.1	15.5	25.6	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	7	7	0	0	0	0	2	2	9
07:15 AM	0	8	8	4	0	4	0	1	1	13
07:30 AM	0	2	2	1	0	1	0	0	0	3
07:45 AM	0	13	13	6	0	6	1	1	2	21
Total Volume	0	30	30	11	0	11	1	4	5	46
% App. Total	0	100		100	0		20	80		
PHF	.000	.577	.577	.458	.000	.458	.250	.500	.625	.548



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	7	7	0	0	0	0	2	2
+15 mins.	0	8	8	4	0	4	0	1	1
+30 mins.	0	2	2	1	0	1	0	0	0
+45 mins.	0	13	13	6	0	6	1	1	2
Total Volume	0	30	30	11	0	11	1	4	5
% App. Total	0	100		100	0		20	80	
PHF	.000	.577	.577	.458	.000	.458	.250	.500	.625

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

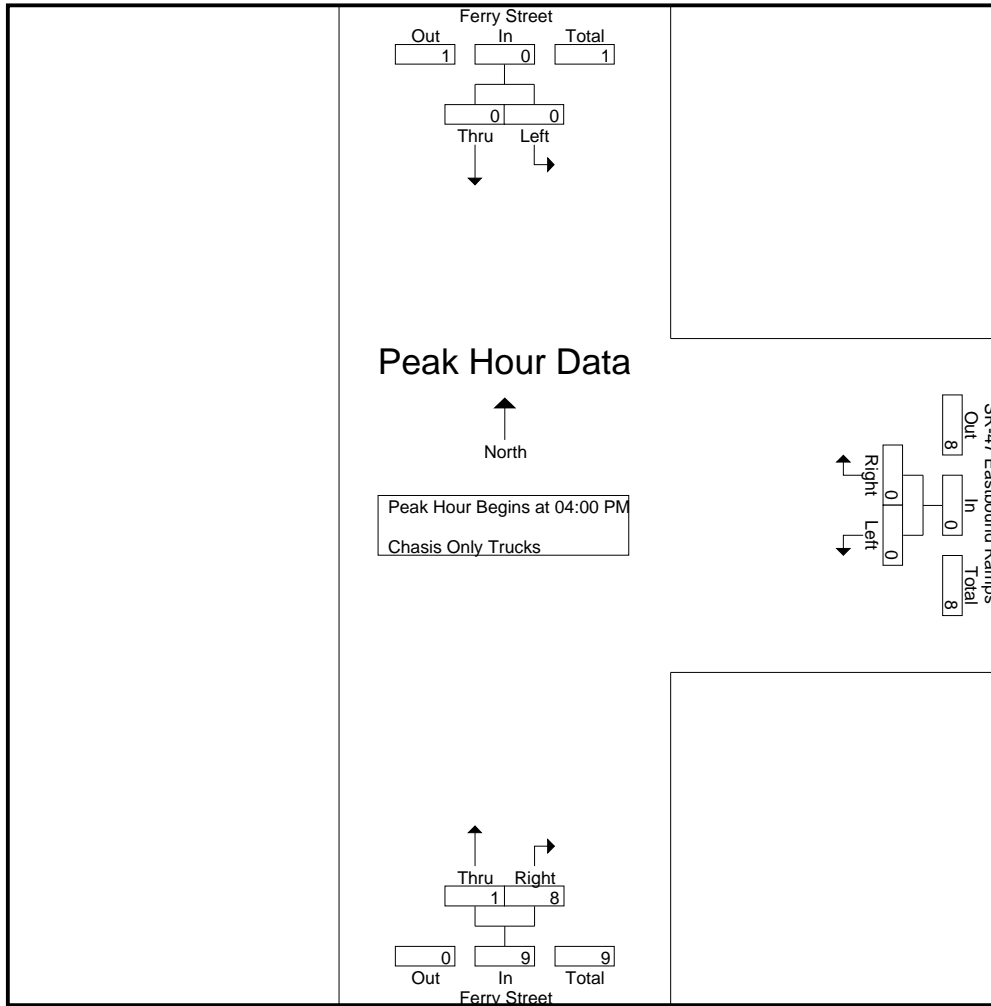
Groups Printed- Chasis Only Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	3	0	0	0	0	0	0	3
Total	0	4	4	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	1	0	0	0	0	0	0	1
08:30 AM	0	2	2	1	0	1	0	4	4	7
08:45 AM	0	3	3	0	0	0	1	0	1	4
Total	0	6	6	1	0	1	1	4	5	12
Grand Total	0	10	10	1	0	1	1	4	5	16
Apprch %	0	100		100	0		20	80		
Total %	0	62.5	62.5	6.2	0	6.2	6.2	25	31.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	1	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	3	0	0	0	0	0	0	3
Total Volume	0	4	4	0	0	0	0	0	0	4
% App. Total	0	100		0	0		0	0		
PHF	.000	.333	.333	.000	.000	.000	.000	.000	.000	.333

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9
% App. Total	0	0	0	0	0	0	11.1	88.9	
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

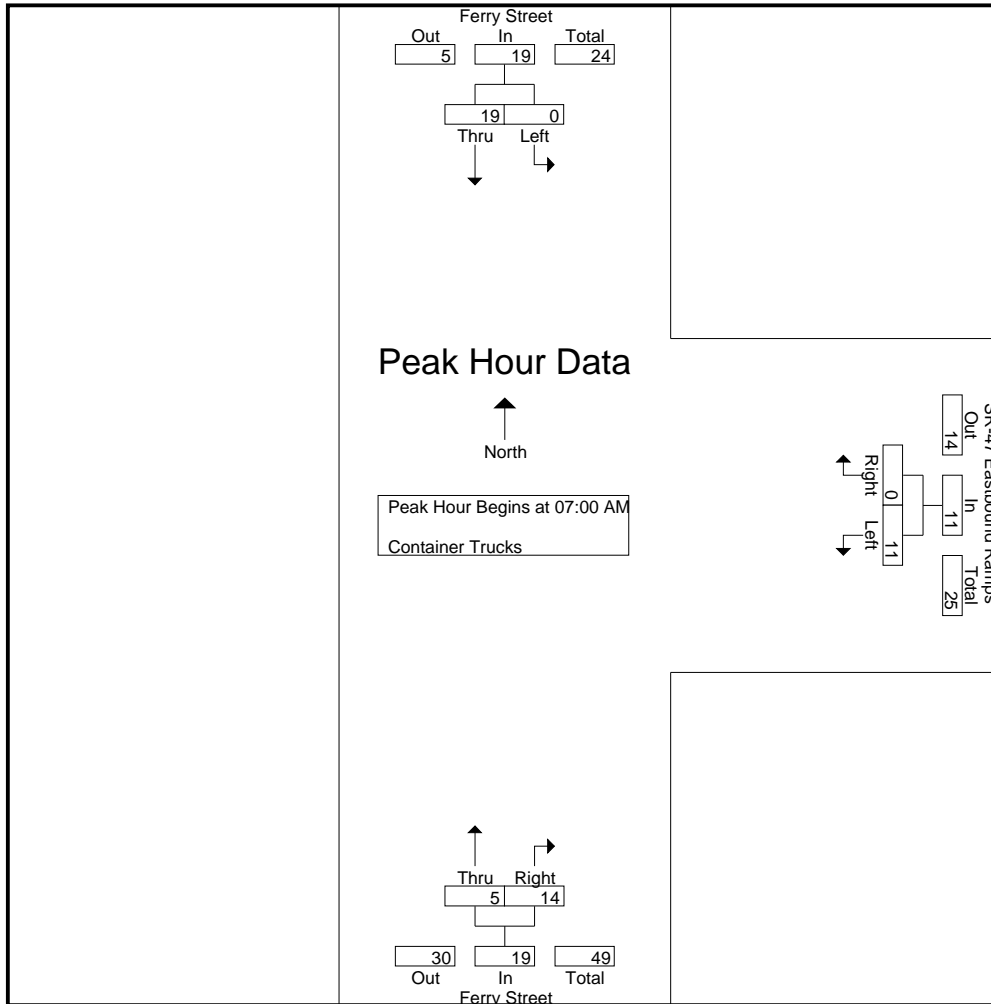
Groups Printed- Container Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	4	4	0	0	0	0	1	1	5
07:15 AM	0	2	2	1	0	1	0	0	0	3
07:30 AM	0	5	5	5	0	5	0	1	1	11
07:45 AM	0	8	8	5	0	5	5	12	17	30
Total	0	19	19	11	0	11	5	14	19	49
08:00 AM	0	9	9	4	0	4	2	5	7	20
08:15 AM	0	9	9	3	0	3	1	6	7	19
08:30 AM	0	12	12	1	0	1	0	17	17	30
08:45 AM	0	12	12	2	0	2	3	21	24	38
Total	0	42	42	10	0	10	6	49	55	107
Grand Total	0	61	61	21	0	21	11	63	74	156
Apprch %	0	100		100	0		14.9	85.1		
Total %	0	39.1	39.1	13.5	0	13.5	7.1	40.4	47.4	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	4	4	0	0	0	0	1	1	5
07:15 AM	0	2	2	1	0	1	0	0	0	3
07:30 AM	0	5	5	5	0	5	0	1	1	11
07:45 AM	0	8	8	5	0	5	5	12	17	30
Total Volume	0	19	19	11	0	11	5	14	19	49
% App. Total	0	100		100	0		26.3	73.7		
PHF	.000	.594	.594	.550	.000	.550	.250	.292	.279	.408

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	4	4	0	0	0	0	1	1
+15 mins.	0	2	2	1	0	1	0	0	0
+30 mins.	0	5	5	5	0	5	0	1	1
+45 mins.	0	8	8	5	0	5	5	12	17
Total Volume	0	19	19	11	0	11	5	14	19
% App. Total	0	100		100	0		26.3	73.7	
PHF	.000	.594	.594	.550	.000	.550	.250	.292	.279

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

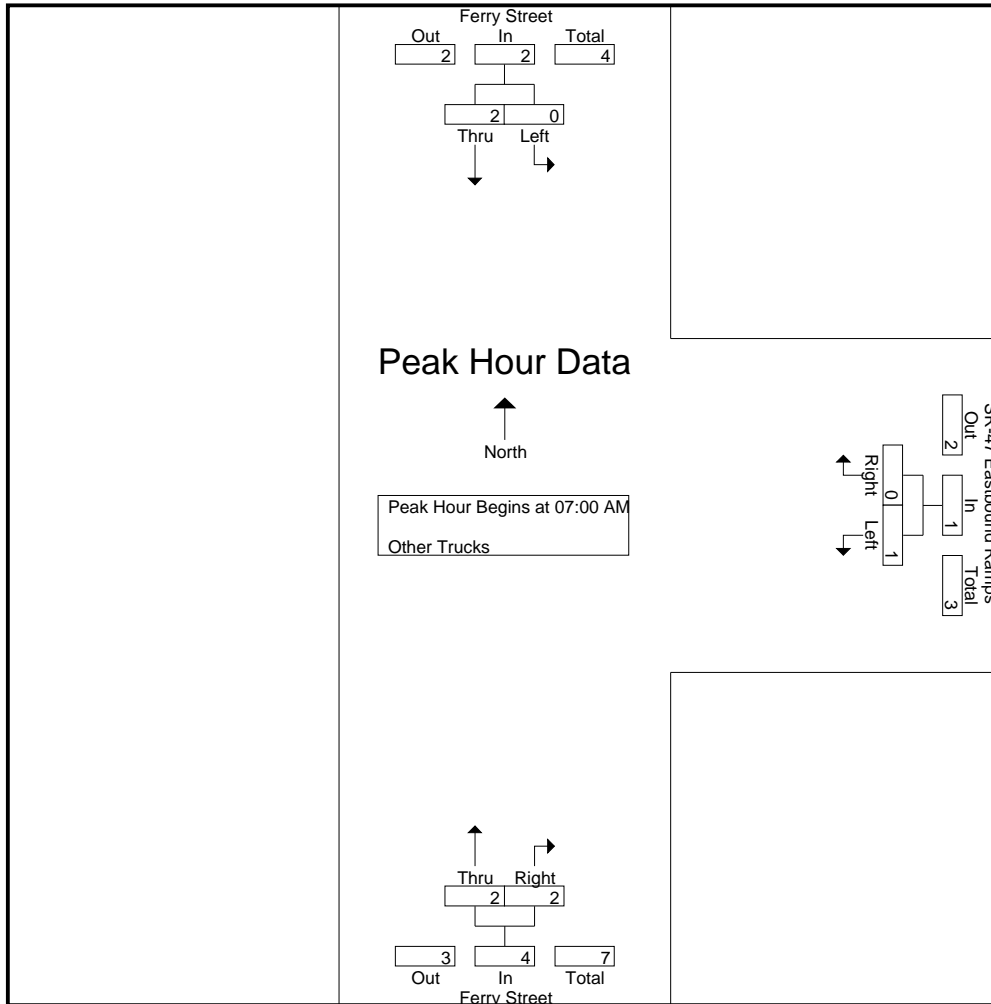
Groups Printed- Other Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	1	3	3
Total	0	2	2	1	0	1	2	2	4	7
08:00 AM	0	1	1	0	0	0	0	0	0	1
08:15 AM	0	2	2	1	0	1	0	0	0	3
08:30 AM	0	1	1	0	0	0	0	1	1	2
08:45 AM	1	0	1	0	0	0	1	1	2	3
Total	1	4	5	1	0	1	1	2	3	9
Grand Total	1	6	7	2	0	2	3	4	7	16
Apprch %	14.3	85.7		100	0		42.9	57.1		
Total %	6.2	37.5	43.8	12.5	0	12.5	18.8	25	43.8	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	1	0	1	0	0	0	1
07:15 AM	0	1	1	0	0	0	0	1	1	2
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	2	1	3	3
Total Volume	0	2	2	1	0	1	2	2	4	7
% App. Total	0	100		100	0		50	50		
PHF	.000	.500	.500	.250	.000	.250	.250	.500	.333	.583

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EAM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	1	0	1	0	0	0
+15 mins.	0	1	1	0	0	0	0	1	1
+30 mins.	0	1	1	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	2	1	3
Total Volume	0	2	2	1	0	1	2	2	4
% App. Total	0	100		100	0		50	50	
PHF	.000	.500	.500	.250	.000	.250	.250	.500	.333

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

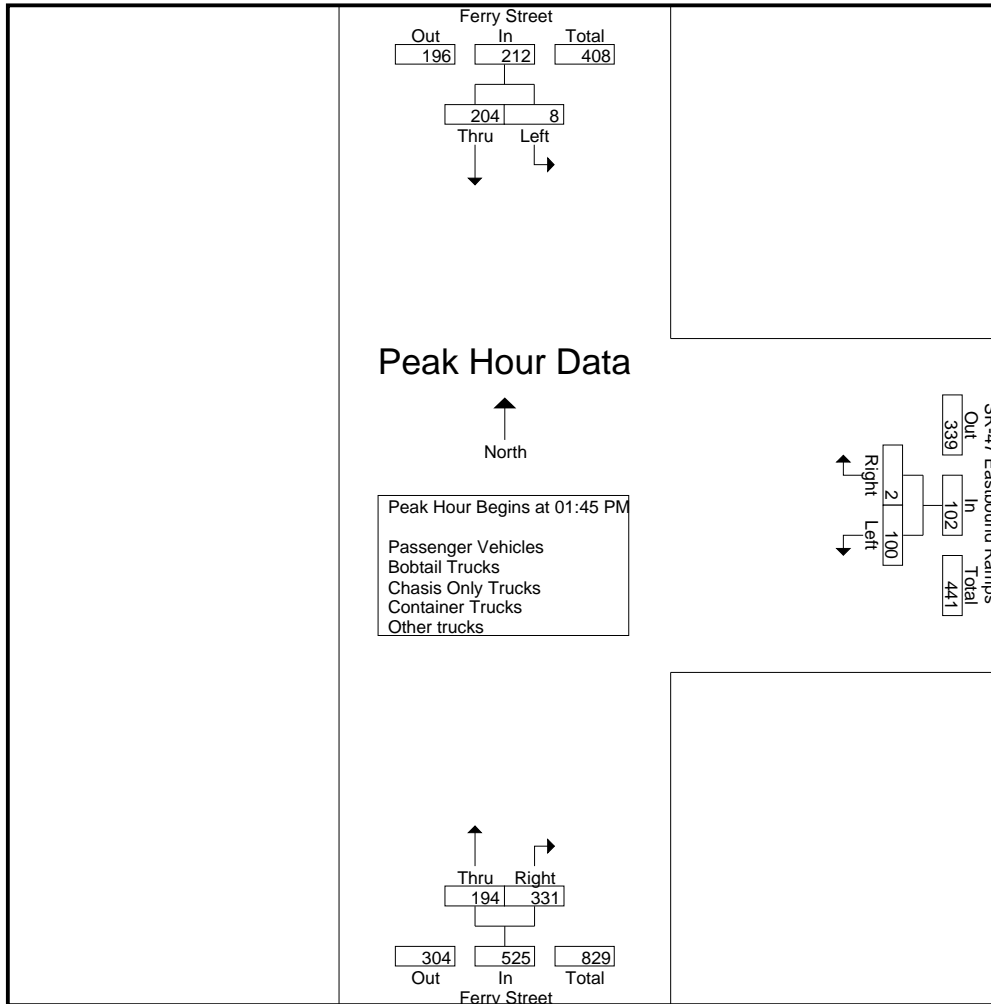
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	40	41	17	3	20	22	35	57	118
01:15 PM	1	45	46	39	0	39	24	35	59	144
01:30 PM	1	43	44	31	2	33	28	63	91	168
01:45 PM	1	50	51	34	0	34	33	83	116	201
Total	4	178	182	121	5	126	107	216	323	631
02:00 PM	1	46	47	22	0	22	58	88	146	215
02:15 PM	3	51	54	20	2	22	42	72	114	190
02:30 PM	3	57	60	24	0	24	61	88	149	233
02:45 PM	0	34	34	22	1	23	45	62	107	164
Total	7	188	195	88	3	91	206	310	516	802
Grand Total	11	366	377	209	8	217	313	526	839	1433
Apprch %	2.9	97.1		96.3	3.7		37.3	62.7		
Total %	0.8	25.5	26.3	14.6	0.6	15.1	21.8	36.7	58.5	
Passenger Vehicles	8	104	112	142	8	150	233	282	515	777
% Passenger Vehicles	72.7	28.4	29.7	67.9	100	69.1	74.4	53.6	61.4	54.2
Bobtail Trucks	0	87	87	29	0	29	50	112	162	278
% Bobtail Trucks	0	23.8	23.1	13.9	0	13.4	16	21.3	19.3	19.4
Chasis Only Trucks	0	25	25	2	0	2	1	15	16	43
% Chasis Only Trucks	0	6.8	6.6	1	0	0.9	0.3	2.9	1.9	3
Container Trucks	1	144	145	34	0	34	27	111	138	317
% Container Trucks	9.1	39.3	38.5	16.3	0	15.7	8.6	21.1	16.4	22.1
Other trucks	2	6	8	2	0	2	2	6	8	18
% Other trucks	18.2	1.6	2.1	1	0	0.9	0.6	1.1	1	1.3

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	1	50	51	34	0	34	33	83	116	201
02:00 PM	1	46	47	22	0	22	58	88	146	215
02:15 PM	3	51	54	20	2	22	42	72	114	190
02:30 PM	3	57	60	24	0	24	61	88	149	233
Total Volume	8	204	212	100	2	102	194	331	525	839
% App. Total	3.8	96.2		98	2		37	63		
PHF	.667	.895	.883	.735	.250	.750	.795	.940	.881	.900

Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:15 PM			01:45 PM		
+0 mins.	1	50	51	39	0	39	33	83	116
+15 mins.	1	46	47	31	2	33	58	88	146
+30 mins.	3	51	54	34	0	34	42	72	114
+45 mins.	3	57	60	22	0	22	61	88	149
Total Volume	8	204	212	126	2	128	194	331	525
% App. Total	3.8	96.2		98.4	1.6		37	63	
PHF	.667	.895	.883	.808	.250	.821	.795	.940	.881

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

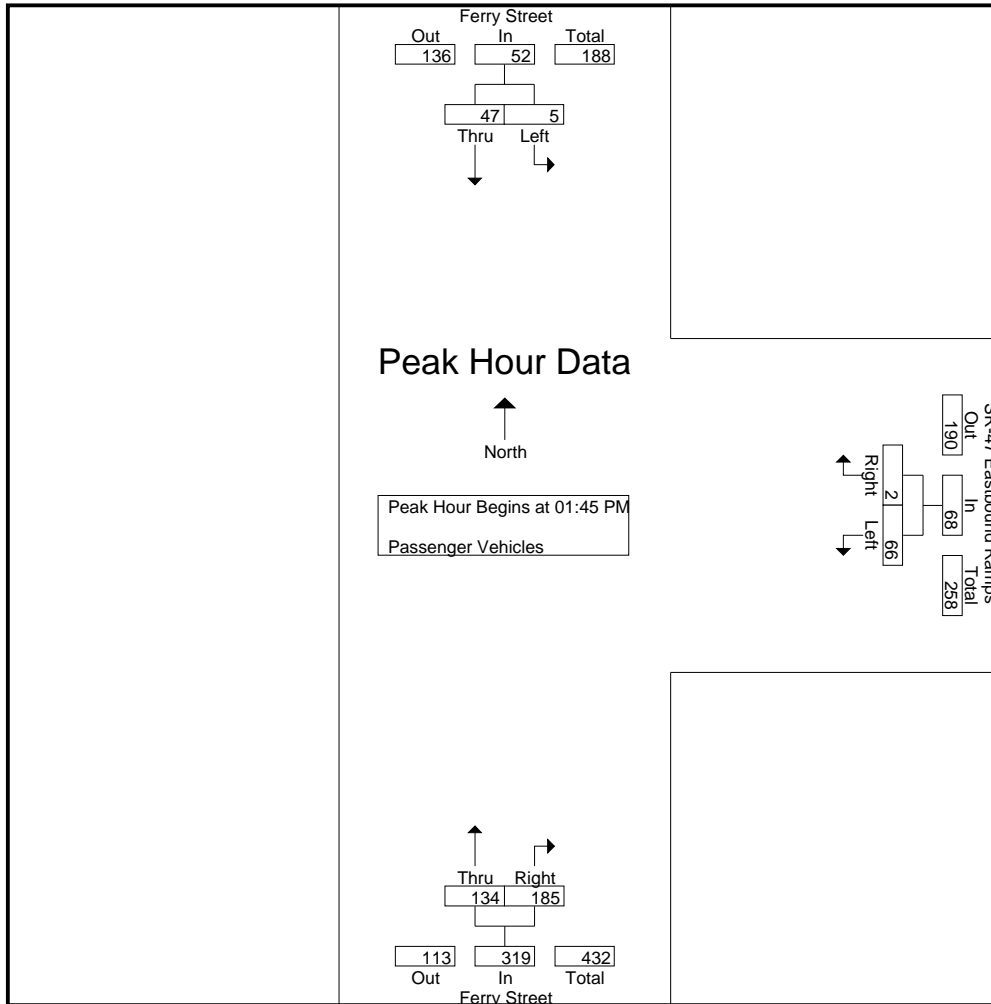
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	1	16	17	14	3	17	20	22	42	76
01:15 PM	1	14	15	24	0	24	21	24	45	84
01:30 PM	1	17	18	25	2	27	19	18	37	82
01:45 PM	0	11	11	26	0	26	16	37	53	90
Total	3	58	61	89	5	94	76	101	177	332
02:00 PM	0	10	10	12	0	12	46	53	99	121
02:15 PM	2	10	12	15	2	17	33	49	82	111
02:30 PM	3	16	19	13	0	13	39	46	85	117
02:45 PM	0	10	10	13	1	14	39	33	72	96
Total	5	46	51	53	3	56	157	181	338	445
Grand Total	8	104	112	142	8	150	233	282	515	777
Apprch %	7.1	92.9		94.7	5.3		45.2	54.8		
Total %	1	13.4	14.4	18.3	1	19.3	30	36.3	66.3	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	11	11	26	0	26	16	37	53	90
02:00 PM	0	10	10	12	0	12	46	53	99	121
02:15 PM	2	10	12	15	2	17	33	49	82	111
02:30 PM	3	16	19	13	0	13	39	46	85	117
Total Volume	5	47	52	66	2	68	134	185	319	439
% App. Total	9.6	90.4		97.1	2.9		42	58		
PHF	.417	.734	.684	.635	.250	.654	.728	.873	.806	.907

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	11	11	26	0	26	16	37	53
+15 mins.	0	10	10	12	0	12	46	53	99
+30 mins.	2	10	12	15	2	17	33	49	82
+45 mins.	3	16	19	13	0	13	39	46	85
Total Volume	5	47	52	66	2	68	134	185	319
% App. Total	9.6	90.4		97.1	2.9		42	58	
PHF	.417	.734	.684	.635	.250	.654	.728	.873	.806

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

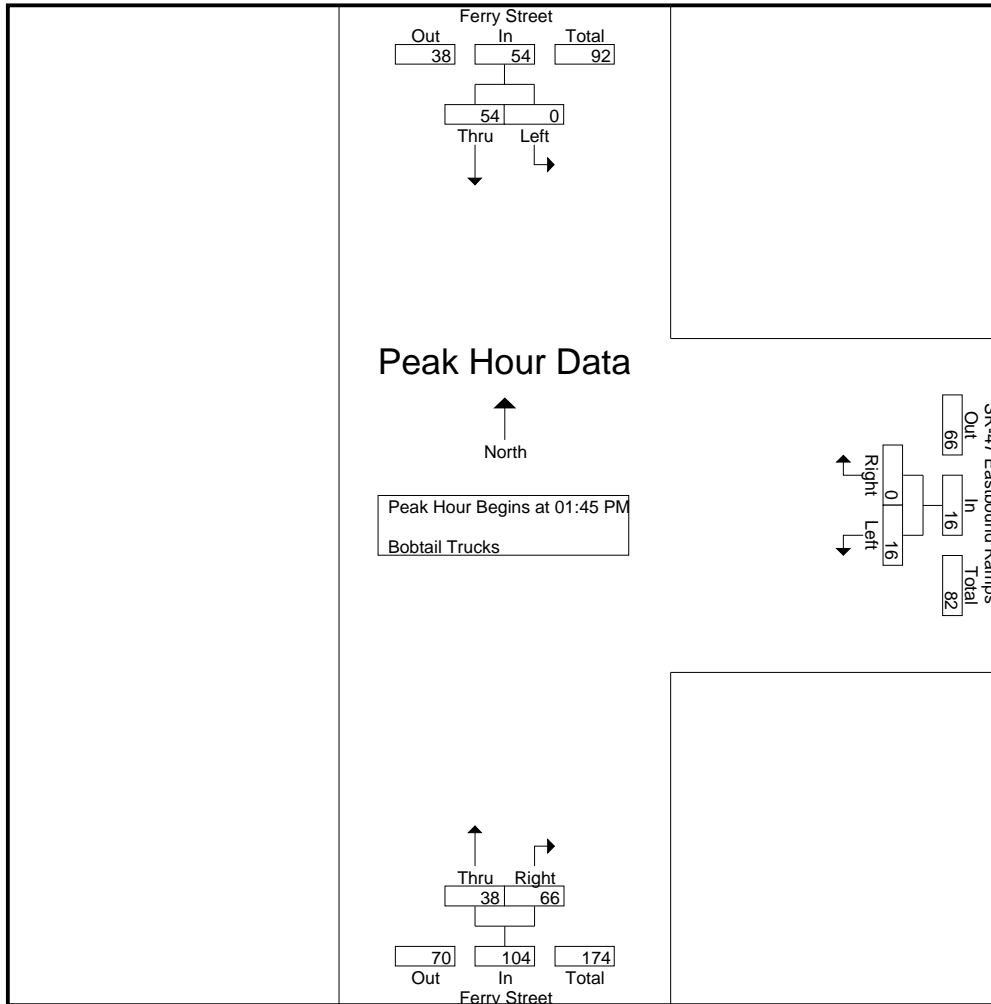
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	4	4	1	0	1	1	9	10	15
01:15 PM	0	10	10	9	0	9	1	4	5	24
01:30 PM	0	10	10	1	0	1	7	23	30	41
01:45 PM	0	17	17	2	0	2	11	28	39	58
Total	0	41	41	13	0	13	20	64	84	138
02:00 PM	0	11	11	6	0	6	7	13	20	37
02:15 PM	0	13	13	3	0	3	4	8	12	28
02:30 PM	0	13	13	5	0	5	16	17	33	51
02:45 PM	0	9	9	2	0	2	3	10	13	24
Total	0	46	46	16	0	16	30	48	78	140
Grand Total	0	87	87	29	0	29	50	112	162	278
Apprch %	0	100		100	0		30.9	69.1		
Total %	0	31.3	31.3	10.4	0	10.4	18	40.3	58.3	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	17	17	2	0	2	11	28	39	58
02:00 PM	0	11	11	6	0	6	7	13	20	37
02:15 PM	0	13	13	3	0	3	4	8	12	28
02:30 PM	0	13	13	5	0	5	16	17	33	51
Total Volume	0	54	54	16	0	16	38	66	104	174
% App. Total	0	100		100	0		36.5	63.5		
PHF	.000	.794	.794	.667	.000	.667	.594	.589	.667	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	17	17	2	0	2	11	28	39
+15 mins.	0	11	11	6	0	6	7	13	20
+30 mins.	0	13	13	3	0	3	4	8	12
+45 mins.	0	13	13	5	0	5	16	17	33
Total Volume	0	54	54	16	0	16	38	66	104
% App. Total	0	100		100	0		36.5	63.5	
PHF	.000	.794	.794	.667	.000	.667	.594	.589	.667

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

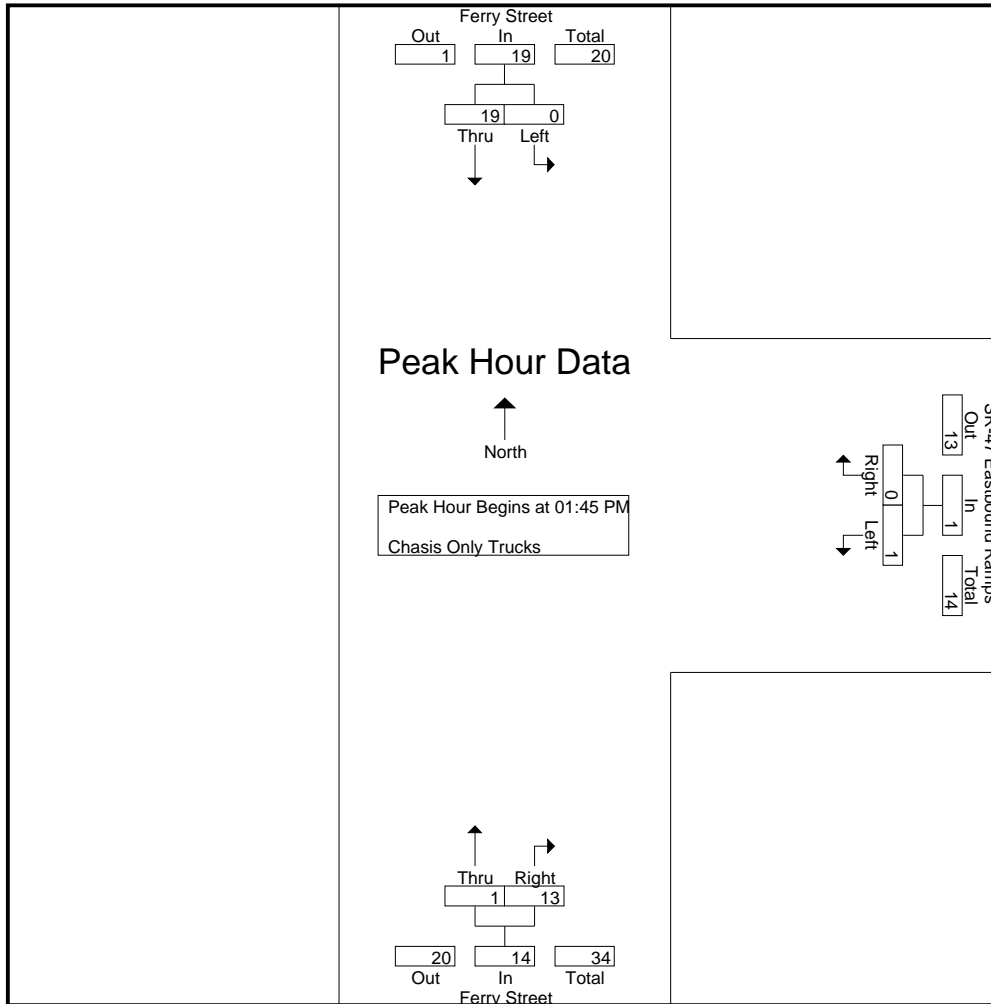
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	1	1	0	0	0	0	0	0	1
01:15 PM	0	0	0	1	0	1	0	1	1	2
01:30 PM	0	2	2	0	0	0	0	0	0	2
01:45 PM	0	4	4	1	0	1	1	2	3	8
Total	0	7	7	2	0	2	1	3	4	13
02:00 PM	0	3	3	0	0	0	0	4	4	7
02:15 PM	0	10	10	0	0	0	0	3	3	13
02:30 PM	0	2	2	0	0	0	0	4	4	6
02:45 PM	0	3	3	0	0	0	0	1	1	4
Total	0	18	18	0	0	0	0	12	12	30
Grand Total	0	25	25	2	0	2	1	15	16	43
Apprch %	0	100		100	0		6.2	93.8		
Total %	0	58.1	58.1	4.7	0	4.7	2.3	34.9	37.2	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	4	4	1	0	1	1	2	3	8
02:00 PM	0	3	3	0	0	0	0	4	4	7
02:15 PM	0	10	10	0	0	0	0	3	3	13
02:30 PM	0	2	2	0	0	0	0	4	4	6
Total Volume	0	19	19	1	0	1	1	13	14	34
% App. Total	0	100		100	0		7.1	92.9		
PHF	.000	.475	.475	.250	.000	.250	.250	.813	.875	.654

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	4	4	1	0	1	1	2	3
+15 mins.	0	3	3	0	0	0	0	4	4
+30 mins.	0	10	10	0	0	0	0	3	3
+45 mins.	0	2	2	0	0	0	0	4	4
Total Volume	0	19	19	1	0	1	1	13	14
% App. Total	0	100		100	0		7.1	92.9	
PHF	.000	.475	.475	.250	.000	.250	.250	.813	.875

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

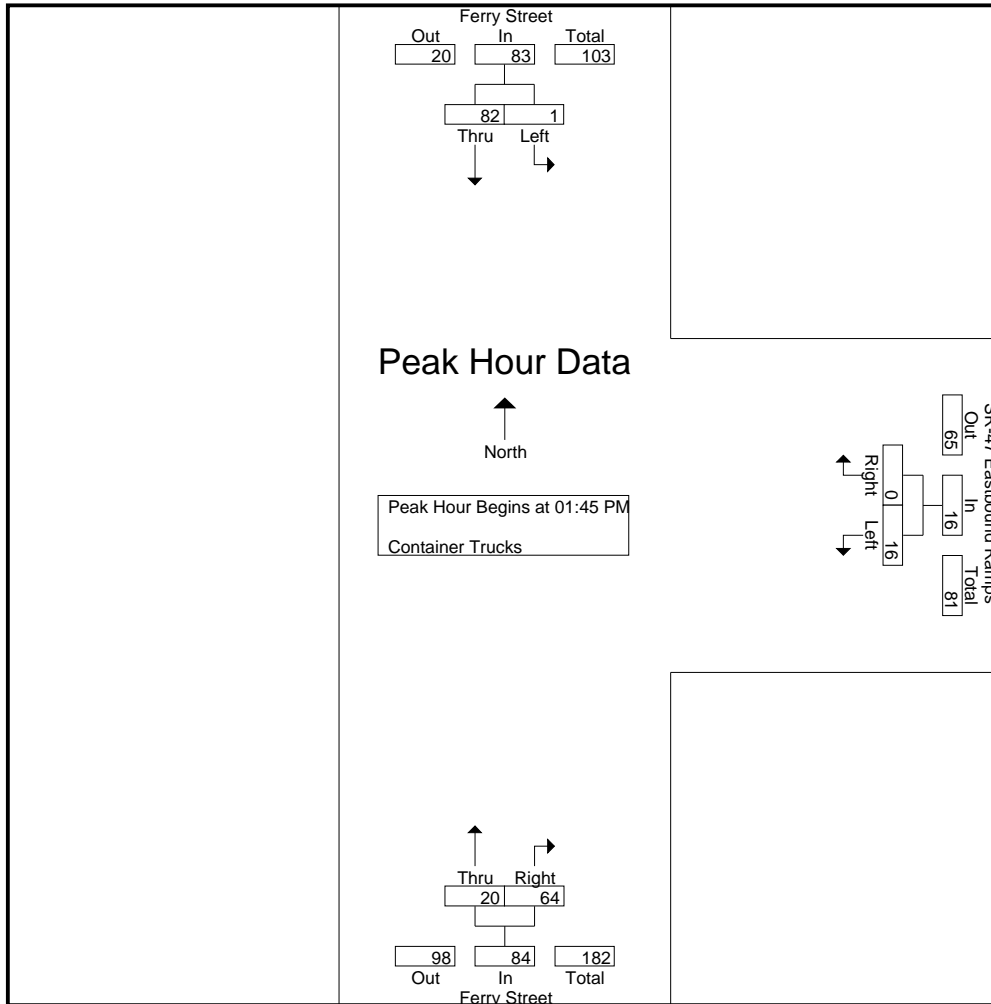
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	17	17	2	0	2	1	4	5	24
01:15 PM	0	19	19	5	0	5	1	4	5	29
01:30 PM	0	14	14	4	0	4	2	22	24	42
01:45 PM	0	18	18	5	0	5	5	15	20	43
Total	0	68	68	16	0	16	9	45	54	138
02:00 PM	1	22	23	3	0	3	5	17	22	48
02:15 PM	0	16	16	2	0	2	4	11	15	33
02:30 PM	0	26	26	6	0	6	6	21	27	59
02:45 PM	0	12	12	7	0	7	3	17	20	39
Total	1	76	77	18	0	18	18	66	84	179
Grand Total	1	144	145	34	0	34	27	111	138	317
Apprch %	0.7	99.3		100	0		19.6	80.4		
Total %	0.3	45.4	45.7	10.7	0	10.7	8.5	35	43.5	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	0	18	18	5	0	5	5	15	20	43
02:00 PM	1	22	23	3	0	3	5	17	22	48
02:15 PM	0	16	16	2	0	2	4	11	15	33
02:30 PM	0	26	26	6	0	6	6	21	27	59
Total Volume	1	82	83	16	0	16	20	64	84	183
% App. Total	1.2	98.8		100	0		23.8	76.2		
PHF	.250	.788	.798	.667	.000	.667	.833	.762	.778	.775

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	18	18	5	0	5	5	15	20
+15 mins.	1	22	23	3	0	3	5	17	22
+30 mins.	0	16	16	2	0	2	4	11	15
+45 mins.	0	26	26	6	0	6	6	21	27
Total Volume	1	82	83	16	0	16	20	64	84
% App. Total	1.2	98.8		100	0		23.8	76.2	
PHF	.250	.788	.798	.667	.000	.667	.833	.762	.778

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other trucks

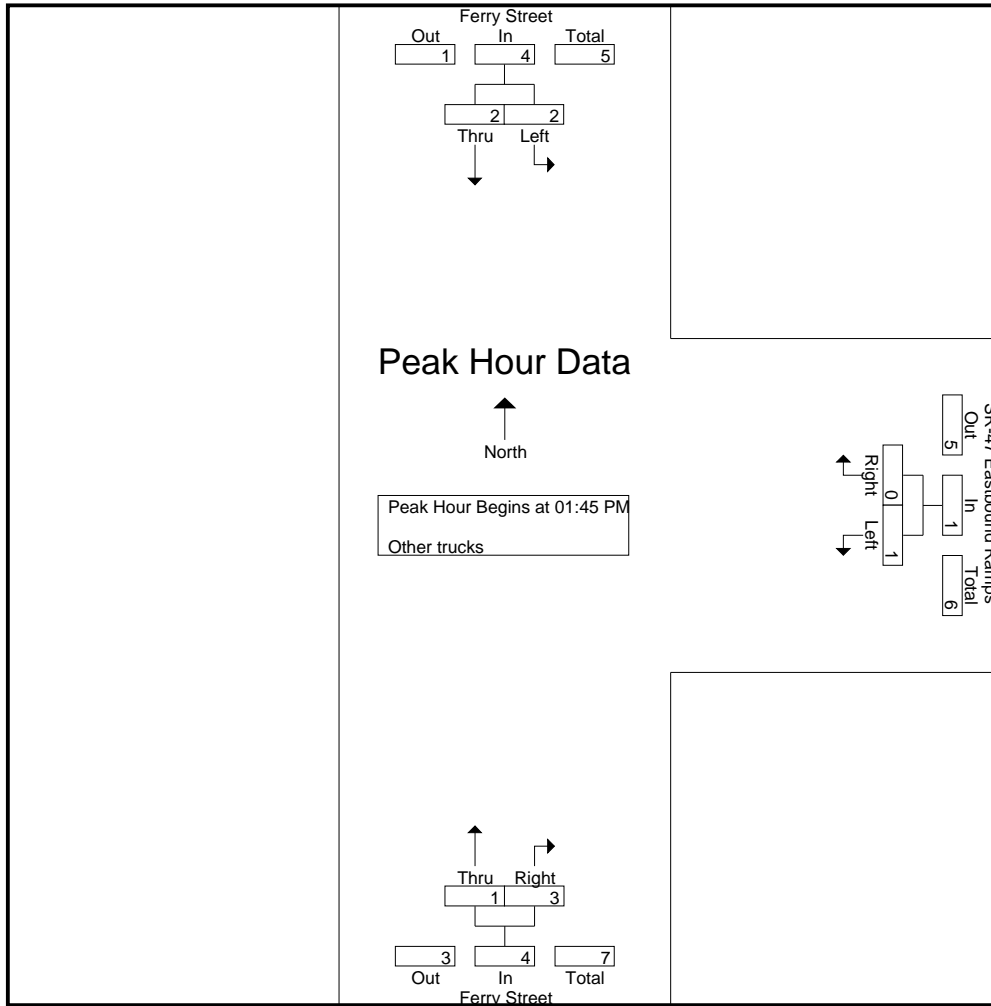
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:00 PM	0	2	2	0	0	0	0	0	0	2
01:15 PM	0	2	2	0	0	0	1	2	3	5
01:30 PM	0	0	0	1	0	1	0	0	0	1
01:45 PM	1	0	1	0	0	0	0	1	1	2
Total	1	4	5	1	0	1	1	3	4	10
02:00 PM	0	0	0	1	0	1	0	1	1	2
02:15 PM	1	2	3	0	0	0	1	1	2	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	1	1	1
Total	1	2	3	1	0	1	1	3	4	8
Grand Total	2	6	8	2	0	2	2	6	8	18
Apprch %	25	75		100	0		25	75		
Total %	11.1	33.3	44.4	11.1	0	11.1	11.1	33.3	44.4	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
01:45 PM	1	0	1	0	0	0	0	1	1	2
02:00 PM	0	0	0	1	0	1	0	1	1	2
02:15 PM	1	2	3	0	0	0	1	1	2	5
02:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	2	2	4	1	0	1	1	3	4	9
% App. Total	50	50		100	0		25	75		
PHF	.500	.250	.333	.250	.000	.250	.250	.750	.500	.450

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 Eastbound Ramps
 Weather: Sunny

File Name : LBCFE47EMD
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	1	0	1	0	0	0	0	1	1
+15 mins.	0	0	0	1	0	1	0	1	1
+30 mins.	1	2	3	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	2	2	4	1	0	1	1	3	4
% App. Total	50	50		100	0		25	75	
PHF	.500	.250	.333	.250	.000	.250	.250	.750	.500

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

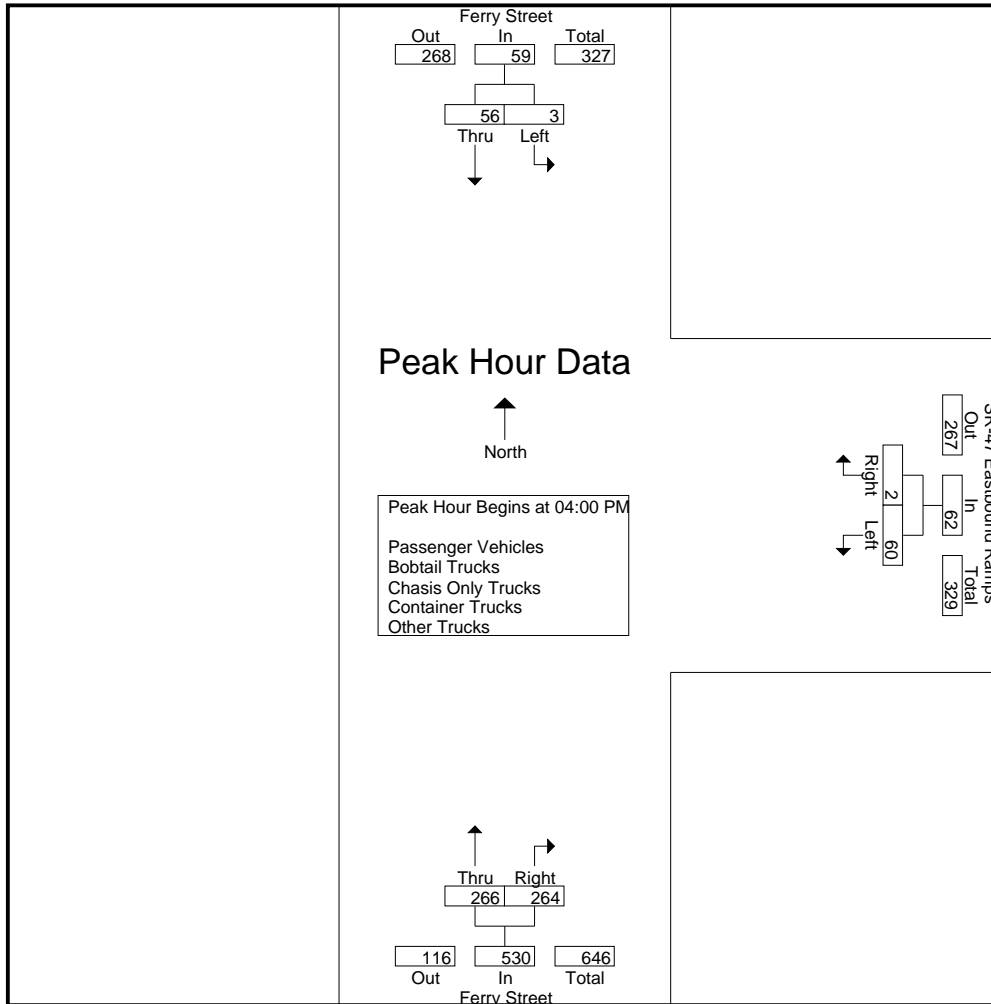
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	12	14	13	0	13	87	104	191	218
04:15 PM	0	10	10	9	0	9	78	62	140	159
04:30 PM	1	19	20	24	1	25	61	62	123	168
04:45 PM	0	15	15	14	1	15	40	36	76	106
Total	3	56	59	60	2	62	266	264	530	651
05:00 PM	0	11	11	13	1	14	37	52	89	114
05:15 PM	0	10	10	13	2	15	20	18	38	63
05:30 PM	1	12	13	7	0	7	15	22	37	57
05:45 PM	0	11	11	13	1	14	17	14	31	56
Total	1	44	45	46	4	50	89	106	195	290
Grand Total	4	100	104	106	6	112	355	370	725	941
Apprch %	3.8	96.2		94.6	5.4		49	51		
Total %	0.4	10.6	11.1	11.3	0.6	11.9	37.7	39.3	77	
Passenger Vehicles	4	49	53	100	6	106	337	296	633	792
% Passenger Vehicles	100	49	51	94.3	100	94.6	94.9	80	87.3	84.2
Bobtail Trucks	0	37	37	5	0	5	6	24	30	72
% Bobtail Trucks	0	37	35.6	4.7	0	4.5	1.7	6.5	4.1	7.7
Chasis Only Trucks	0	0	0	0	0	0	1	8	9	9
% Chasis Only Trucks	0	0	0	0	0	0	0.3	2.2	1.2	1
Container Trucks	0	13	13	1	0	1	9	40	49	63
% Container Trucks	0	13	12.5	0.9	0	0.9	2.5	10.8	6.8	6.7
Other Trucks	0	1	1	0	0	0	2	2	4	5
% Other Trucks	0	1	1	0	0	0	0.6	0.5	0.6	0.5

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	12	14	13	0	13	87	104	191	218
04:15 PM	0	10	10	9	0	9	78	62	140	159
04:30 PM	1	19	20	24	1	25	61	62	123	168
04:45 PM	0	15	15	14	1	15	40	36	76	106
Total Volume	3	56	59	60	2	62	266	264	530	651
% App. Total	5.1	94.9		96.8	3.2		50.2	49.8		
PHF	.375	.737	.738	.625	.500	.620	.764	.635	.694	.747

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:00 PM		
+0 mins.	2	12	14	24	1	25	87	104	191
+15 mins.	0	10	10	14	1	15	78	62	140
+30 mins.	1	19	20	13	1	14	61	62	123
+45 mins.	0	15	15	13	2	15	40	36	76
Total Volume	3	56	59	64	5	69	266	264	530
% App. Total	5.1	94.9		92.8	7.2		50.2	49.8	
PHF	.375	.737	.738	.667	.625	.690	.764	.635	.694

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

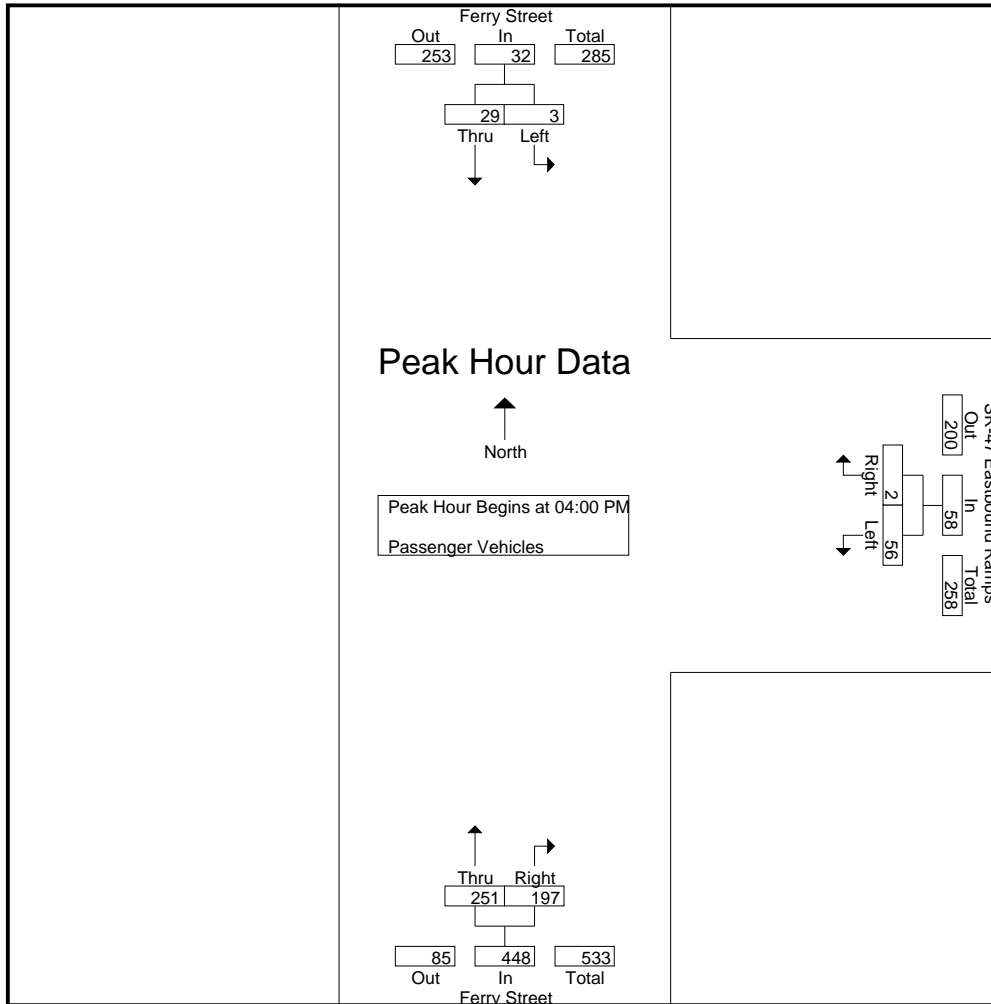
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	4	6	11	0	11	77	67	144	161
04:15 PM	0	5	5	8	0	8	75	43	118	131
04:30 PM	1	14	15	24	1	25	59	54	113	153
04:45 PM	0	6	6	13	1	14	40	33	73	93
Total	3	29	32	56	2	58	251	197	448	538
05:00 PM	0	5	5	12	1	13	37	48	85	103
05:15 PM	0	5	5	12	2	14	18	16	34	53
05:30 PM	1	7	8	7	0	7	14	22	36	51
05:45 PM	0	3	3	13	1	14	17	13	30	47
Total	1	20	21	44	4	48	86	99	185	254
Grand Total	4	49	53	100	6	106	337	296	633	792
Apprch %	7.5	92.5		94.3	5.7		53.2	46.8		
Total %	0.5	6.2	6.7	12.6	0.8	13.4	42.6	37.4	79.9	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	2	4	6	11	0	11	77	67	144	161
04:15 PM	0	5	5	8	0	8	75	43	118	131
04:30 PM	1	14	15	24	1	25	59	54	113	153
04:45 PM	0	6	6	13	1	14	40	33	73	93
Total Volume	3	29	32	56	2	58	251	197	448	538
% App. Total	9.4	90.6		96.6	3.4		56	44		
PHF	.375	.518	.533	.583	.500	.580	.815	.735	.778	.835

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	2	4	6	11	0	11	77	67	144
+15 mins.	0	5	5	8	0	8	75	43	118
+30 mins.	1	14	15	24	1	25	59	54	113
+45 mins.	0	6	6	13	1	14	40	33	73
Total Volume	3	29	32	56	2	58	251	197	448
% App. Total	9.4	90.6		96.6	3.4		56	44	
PHF	.375	.518	.533	.583	.500	.580	.815	.735	.778

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

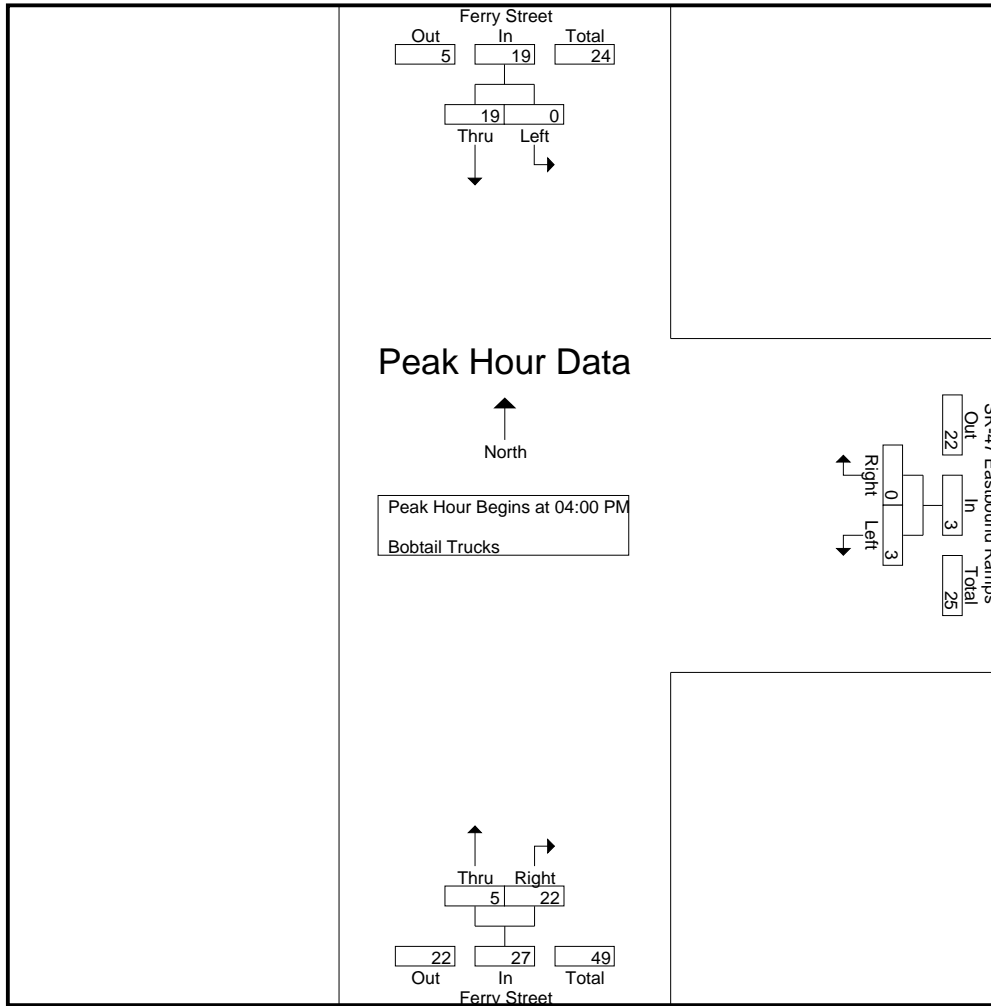
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	6	6	2	0	2	3	18	21	29
04:15 PM	0	4	4	0	0	0	1	3	4	8
04:30 PM	0	4	4	0	0	0	1	1	2	6
04:45 PM	0	5	5	1	0	1	0	0	0	6
Total	0	19	19	3	0	3	5	22	27	49
05:00 PM	0	5	5	1	0	1	0	0	0	6
05:15 PM	0	5	5	1	0	1	0	2	2	8
05:30 PM	0	3	3	0	0	0	1	0	1	4
05:45 PM	0	5	5	0	0	0	0	0	0	5
Total	0	18	18	2	0	2	1	2	3	23
Grand Total	0	37	37	5	0	5	6	24	30	72
Apprch %	0	100		100	0		20	80		
Total %	0	51.4	51.4	6.9	0	6.9	8.3	33.3	41.7	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	6	6	2	0	2	3	18	21	29
04:15 PM	0	4	4	0	0	0	1	3	4	8
04:30 PM	0	4	4	0	0	0	1	1	2	6
04:45 PM	0	5	5	1	0	1	0	0	0	6
Total Volume	0	19	19	3	0	3	5	22	27	49
% App. Total	0	100		100	0		18.5	81.5		
PHF	.000	.792	.792	.375	.000	.375	.417	.306	.321	.422

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	6	6	2	0	2	3	18	21
+15 mins.	0	4	4	0	0	0	1	3	4
+30 mins.	0	4	4	0	0	0	1	1	2
+45 mins.	0	5	5	1	0	1	0	0	0
Total Volume	0	19	19	3	0	3	5	22	27
% App. Total	0	100		100	0		18.5	81.5	
PHF	.000	.792	.792	.375	.000	.375	.417	.306	.321

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

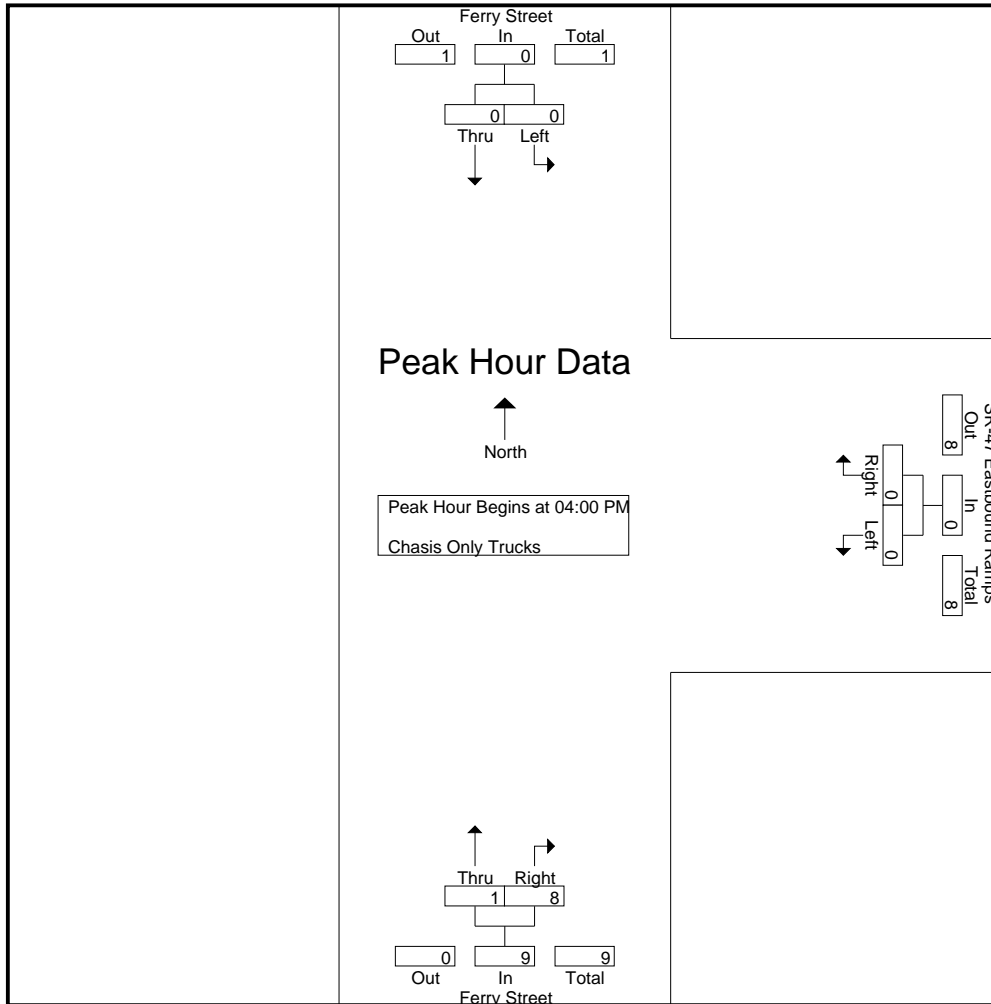
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	8	9	9
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	8	9	9
Apprch %	0	0		0	0		11.1	88.9		
Total %	0	0		0	0		11.1	88.9	100	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	1	4	5	5
04:15 PM	0	0	0	0	0	0	0	4	4	4
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9	9
% App. Total	0	0		0	0		11.1	88.9		
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450	.450

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	1	4	5
+15 mins.	0	0	0	0	0	0	0	4	4
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	8	9
% App. Total	0	0	0	0	0	0	11.1	88.9	
PHF	.000	.000	.000	.000	.000	.000	.250	.500	.450

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

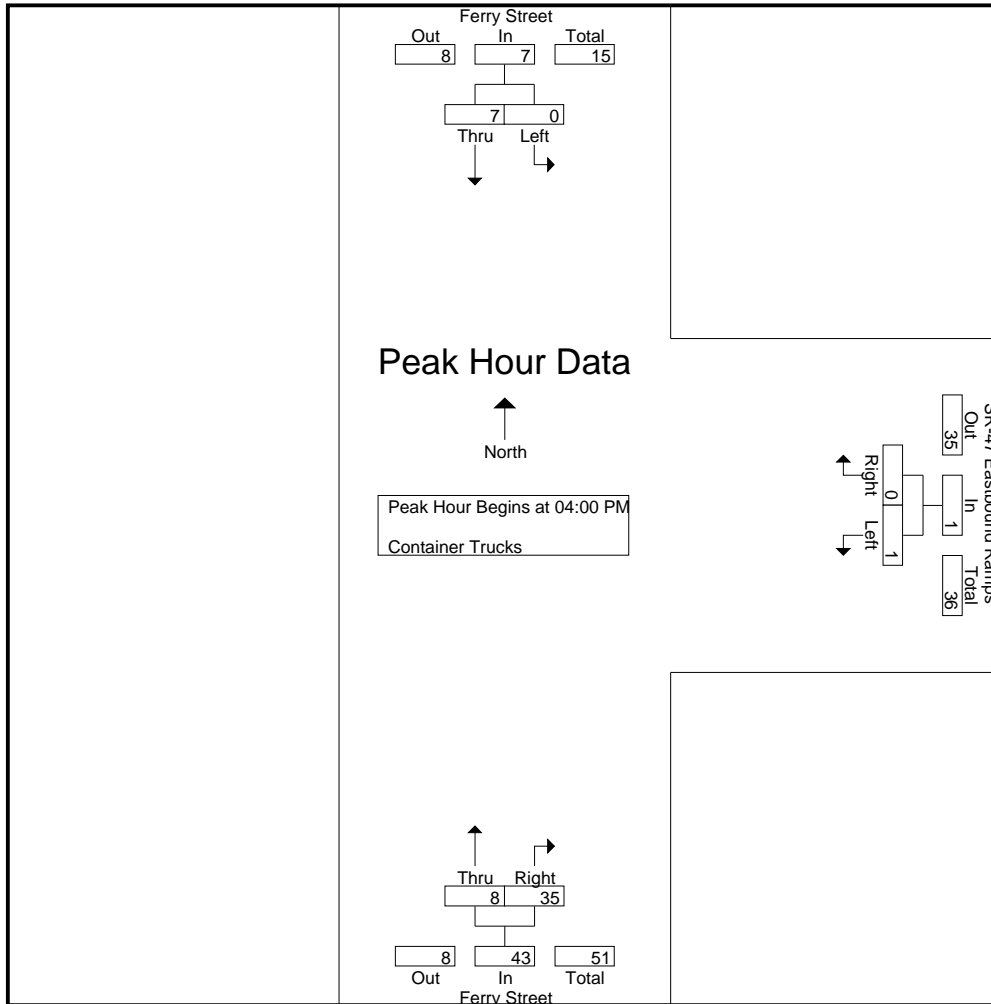
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	6	15	21	23
04:15 PM	0	1	1	1	0	1	1	11	12	14
04:30 PM	0	1	1	0	0	0	1	7	8	9
04:45 PM	0	3	3	0	0	0	0	2	2	5
Total	0	7	7	1	0	1	8	35	43	51
05:00 PM	0	1	1	0	0	0	0	4	4	5
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	2	2	0	0	0	0	0	0	2
05:45 PM	0	3	3	0	0	0	0	1	1	4
Total	0	6	6	0	0	0	1	5	6	12
Grand Total	0	13	13	1	0	1	9	40	49	63
Apprch %	0	100		100	0		18.4	81.6		
Total %	0	20.6	20.6	1.6	0	1.6	14.3	63.5	77.8	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	6	15	21	23
04:15 PM	0	1	1	1	0	1	1	11	12	14
04:30 PM	0	1	1	0	0	0	1	7	8	9
04:45 PM	0	3	3	0	0	0	0	2	2	5
Total Volume	0	7	7	1	0	1	8	35	43	51
% App. Total	0	100		100	0		18.6	81.4		
PHF	.000	.583	.583	.250	.000	.250	.333	.583	.512	.554

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	6	15	21
+15 mins.	0	1	1	1	0	1	1	11	12
+30 mins.	0	1	1	0	0	0	1	7	8
+45 mins.	0	3	3	0	0	0	0	2	2
Total Volume	0	7	7	1	0	1	8	35	43
% App. Total	0	100		100	0		18.6	81.4	
PHF	.000	.583	.583	.250	.000	.250	.333	.583	.512

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

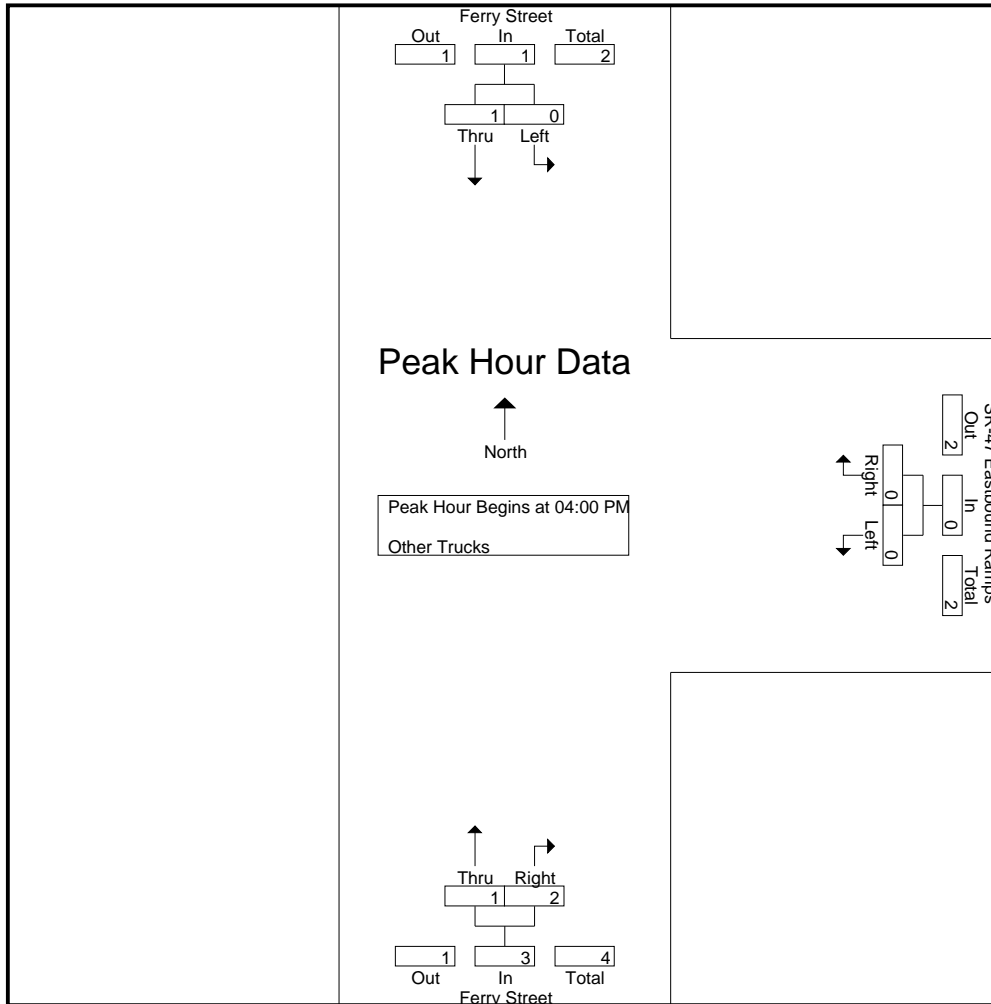
Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total	0	1	1	0	0	0	1	2	3	4
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	0	1	1	0	0	0	2	2	4	5
Apprch %	0	100		0	0		50	50		
Total %	0	20	20	0	0	0	40	40	80	

Start Time	Ferry Street Southbound			SR-47 Eastbound Ramps Westbound			Ferry Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	1	1	2
Total Volume	0	1	1	0	0	0	1	2	3	4
% App. Total	0	100		0	0		33.3	66.7		
PHF	.000	.250	.250	.000	.000	.000	.250	.500	.375	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Ferry Street
 E/W: SR-47 EB Ramps
 Weather: Sunny

File Name : LBCFE47EPM
 Site Code : 00000066
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	1	1
Total Volume	0	1	1	0	0	0	1	2	3
% App. Total	0	100		0	0		33.3	66.7	
PHF	.000	.250	.250	.000	.000	.000	.250	.500	.375

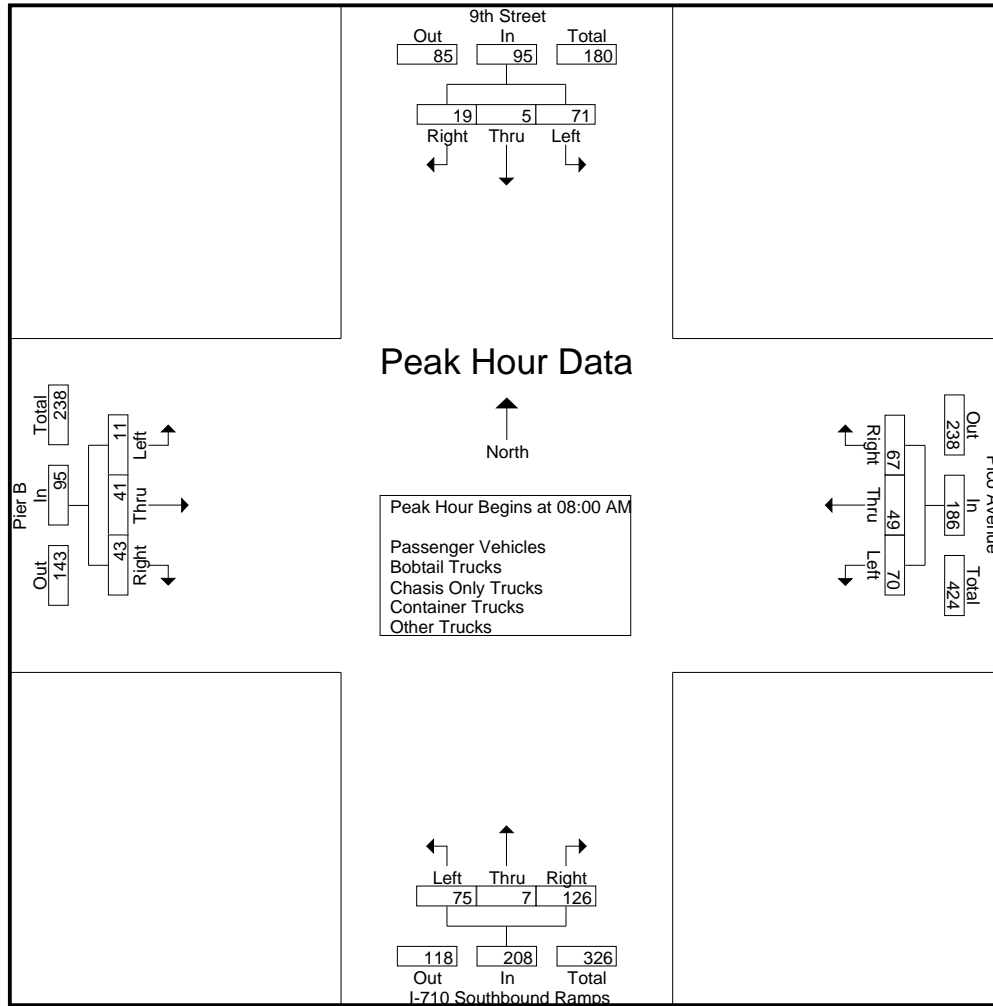
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	10	15	8	16	8	32	23	3	30	56	3	8	2	13	116
07:15 AM	14	1	9	24	4	11	12	27	15	2	28	45	2	16	10	28	124
07:30 AM	18	1	26	45	10	15	7	32	21	0	27	48	4	13	11	28	153
07:45 AM	25	4	8	37	18	6	4	28	18	1	34	53	0	12	7	19	137
Total	62	6	53	121	40	48	31	119	77	6	119	202	9	49	30	88	530
08:00 AM	22	2	2	26	12	12	23	47	14	2	31	47	3	6	4	13	133
08:15 AM	10	2	6	18	13	16	16	45	19	0	33	52	4	14	10	28	143
08:30 AM	24	1	7	32	25	10	16	51	21	3	33	57	3	6	13	22	162
08:45 AM	15	0	4	19	20	11	12	43	21	2	29	52	1	15	16	32	146
Total	71	5	19	95	70	49	67	186	75	7	126	208	11	41	43	95	584
Grand Total	133	11	72	216	110	97	98	305	152	13	245	410	20	90	73	183	1114
Apprch %	61.6	5.1	33.3		36.1	31.8	32.1		37.1	3.2	59.8		10.9	49.2	39.9		
Total %	11.9	1	6.5	19.4	9.9	8.7	8.8	27.4	13.6	1.2	22	36.8	1.8	8.1	6.6	16.4	
Passenger Vehicles	113	3	65	181	41	63	83	187	70	7	147	224	19	43	37	99	691
% Passenger Vehicles	85	27.3	90.3	83.8	37.3	64.9	84.7	61.3	46.1	53.8	60	54.6	95	47.8	50.7	54.1	62
Bobtail Trucks	6	1	2	9	6	3	7	16	13	0	36	49	0	2	2	4	78
% Bobtail Trucks	4.5	9.1	2.8	4.2	5.5	3.1	7.1	5.2	8.6	0	14.7	12	0	2.2	2.7	2.2	7
Chasis Only Trucks	0	0	1	1	0	0	1	1	0	0	5	5	0	0	0	0	7
% Chasis Only Trucks	0	0	1.4	0.5	0	0	1	0.3	0	0	2	1.2	0	0	0	0	0.6
Container Trucks	7	1	2	10	32	6	4	42	46	1	41	88	1	13	11	25	165
% Container Trucks	5.3	9.1	2.8	4.6	29.1	6.2	4.1	13.8	30.3	7.7	16.7	21.5	5	14.4	15.1	13.7	14.8
Other Trucks	7	6	2	15	31	25	3	59	23	5	16	44	0	32	23	55	173
% Other Trucks	5.3	54.5	2.8	6.9	28.2	25.8	3.1	19.3	15.1	38.5	6.5	10.7	0	35.6	31.5	30.1	15.5

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	22	2	2	26	12	12	23	47	14	2	31	47	3	6	4	13	133
08:15 AM	10	2	6	18	13	16	16	45	19	0	33	52	4	14	10	28	143
08:30 AM	24	1	7	32	25	10	16	51	21	3	33	57	3	6	13	22	162
08:45 AM	15	0	4	19	20	11	12	43	21	2	29	52	1	15	16	32	146
Total Volume	71	5	19	95	70	49	67	186	75	7	126	208	11	41	43	95	584
% App. Total	74.7	5.3	20		37.6	26.3	36		36.1	3.4	60.6		11.6	43.2	45.3		
PHF	.740	.625	.679	.742	.700	.766	.728	.912	.893	.583	.955	.912	.688	.683	.672	.742	.901



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				08:00 AM				07:45 AM				08:00 AM			
+0 mins.	14	1	9	24	12	12	23	47	18	1	34	53	3	6	4	13
+15 mins.	18	1	26	45	13	16	16	45	14	2	31	47	4	14	10	28
+30 mins.	25	4	8	37	25	10	16	51	19	0	33	52	3	6	13	22
+45 mins.	22	2	2	26	20	11	12	43	21	3	33	57	1	15	16	32
Total Volume	79	8	45	132	70	49	67	186	72	6	131	209	11	41	43	95
% App. Total	59.8	6.1	34.1		37.6	26.3	36		34.4	2.9	62.7		11.6	43.2	45.3	
PHF	.790	.500	.433	.733	.700	.766	.728	.912	.857	.500	.963	.917	.688	.683	.672	.742

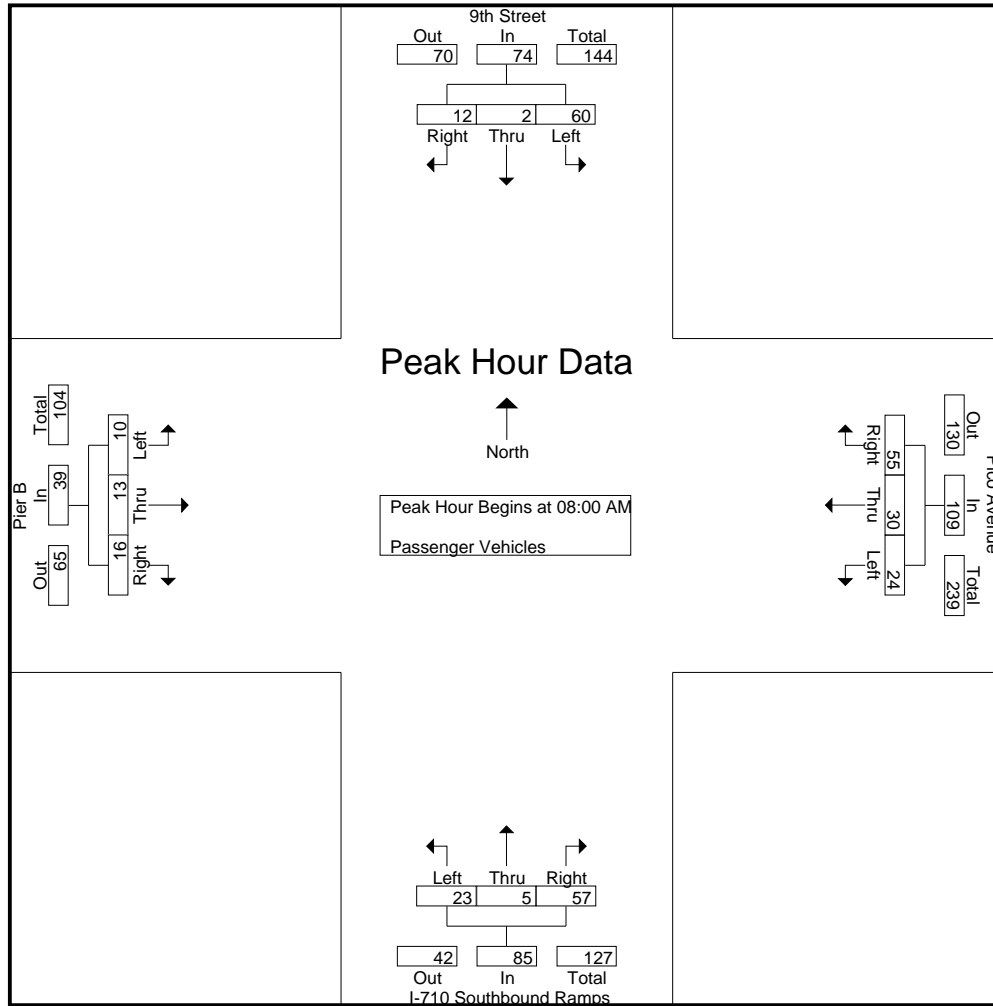
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	10	15	4	11	8	23	17	1	18	36	3	4	2	9	83
07:15 AM	12	0	9	21	4	8	11	23	11	0	21	32	2	8	5	15	91
07:30 AM	12	0	26	38	3	11	6	20	8	0	22	30	4	11	9	24	112
07:45 AM	24	1	8	33	6	3	3	12	11	1	29	41	0	7	5	12	98
Total	53	1	53	107	17	33	28	78	47	2	90	139	9	30	21	60	384
08:00 AM	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6	77
08:15 AM	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12	79
08:30 AM	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9	76
08:45 AM	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12	75
Total	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39	307
Grand Total	113	3	65	181	41	63	83	187	70	7	147	224	19	43	37	99	691
Apprch %	62.4	1.7	35.9		21.9	33.7	44.4		31.2	3.1	65.6		19.2	43.4	37.4		
Total %	16.4	0.4	9.4	26.2	5.9	9.1	12	27.1	10.1	1	21.3	32.4	2.7	6.2	5.4	14.3	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6	77
08:15 AM	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12	79
08:30 AM	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9	76
08:45 AM	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12	75
Total Volume	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39	307
% App. Total	81.1	2.7	16.2		22	27.5	50.5		27.1	5.9	67.1		25.6	33.3	41		
PHF	.750	.500	.600	.804	.750	.625	.655	.779	.821	.625	.891	.924	.625	.650	.667	.813	.972



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	1	1	17	8	6	21	35	4	1	14	19	3	2	1	6
+15 mins.	10	0	5	15	6	12	14	32	7	0	13	20	4	4	4	12
+30 mins.	20	1	2	23	4	4	13	21	5	2	16	23	2	2	5	9
+45 mins.	15	0	4	19	6	8	7	21	7	2	14	23	1	5	6	12
Total Volume	60	2	12	74	24	30	55	109	23	5	57	85	10	13	16	39
% App. Total	81.1	2.7	16.2		22	27.5	50.5		27.1	5.9	67.1		25.6	33.3	41	
PHF	.750	.500	.600	.804	.750	.625	.655	.779	.821	.625	.891	.924	.625	.650	.667	.813

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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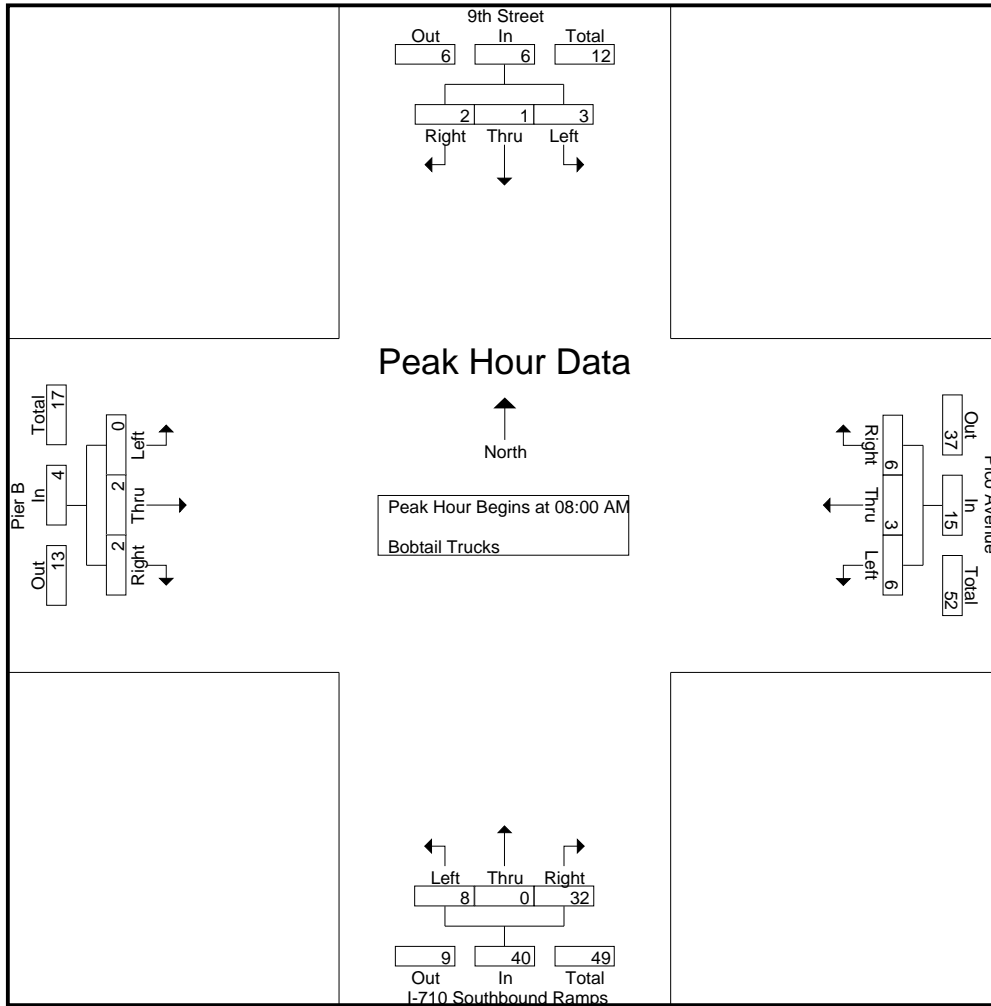
Groups Printed- Bobtail Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	4
07:30 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	1	1	1	3	0	0	3	0	0	0	0	4
Total	3	0	0	3	0	0	1	1	1	5	0	4	9	0	0	0	0	13
08:00 AM	2	0	0	2	3	0	1	4	4	0	0	6	6	0	0	0	0	12
08:15 AM	0	1	0	1	2	2	2	6	6	2	0	10	12	0	0	2	2	21
08:30 AM	1	0	2	3	0	0	2	2	2	6	0	7	13	0	0	0	0	18
08:45 AM	0	0	0	0	1	1	1	3	3	0	0	9	9	0	2	0	2	14
Total	3	1	2	6	6	3	6	15	15	8	0	32	40	0	2	2	4	65
Grand Total	6	1	2	9	6	3	7	16	16	13	0	36	49	0	2	2	4	78
Apprch %	66.7	11.1	22.2		37.5	18.8	43.8			26.5	0	73.5		0	50	50		
Total %	7.7	1.3	2.6	11.5	7.7	3.8	9	20.5	20.5	16.7	0	46.2	62.8	0	2.6	2.6	5.1	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 08:00 AM																		
08:00 AM	2	0	0	2	3	0	1	4	4	0	0	6	6	0	0	0	0	12
08:15 AM	0	1	0	1	2	2	2	6	6	2	0	10	12	0	0	2	2	21
08:30 AM	1	0	2	3	0	0	2	2	2	6	0	7	13	0	0	0	0	18
08:45 AM	0	0	0	0	1	1	1	3	3	0	0	9	9	0	2	0	2	14
Total Volume	3	1	2	6	6	3	6	15	15	8	0	32	40	0	2	2	4	65
% App. Total	50	16.7	33.3		40	20	40			20	0	80		0	50	50		
PHF	.375	.250	.250	.500	.500	.375	.750	.625	.625	.333	.000	.800	.769	.000	.250	.250	.500	.774

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

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 Site Code : 00000066
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	2	0	0	2	3	0	1	4	0	0	6	6	0	0	0	0
+15 mins.	0	1	0	1	2	2	2	6	2	0	10	12	0	0	2	2
+30 mins.	1	0	2	3	0	0	2	2	6	0	7	13	0	0	0	0
+45 mins.	0	0	0	0	1	1	1	3	0	0	9	9	0	2	0	2
Total Volume	3	1	2	6	6	3	6	15	8	0	32	40	0	2	2	4
% App. Total	50	16.7	33.3		40	20	40		20	0	80		0	50	50	
PHF	.375	.250	.250	.500	.500	.375	.750	.625	.333	.000	.800	.769	.000	.250	.250	.500

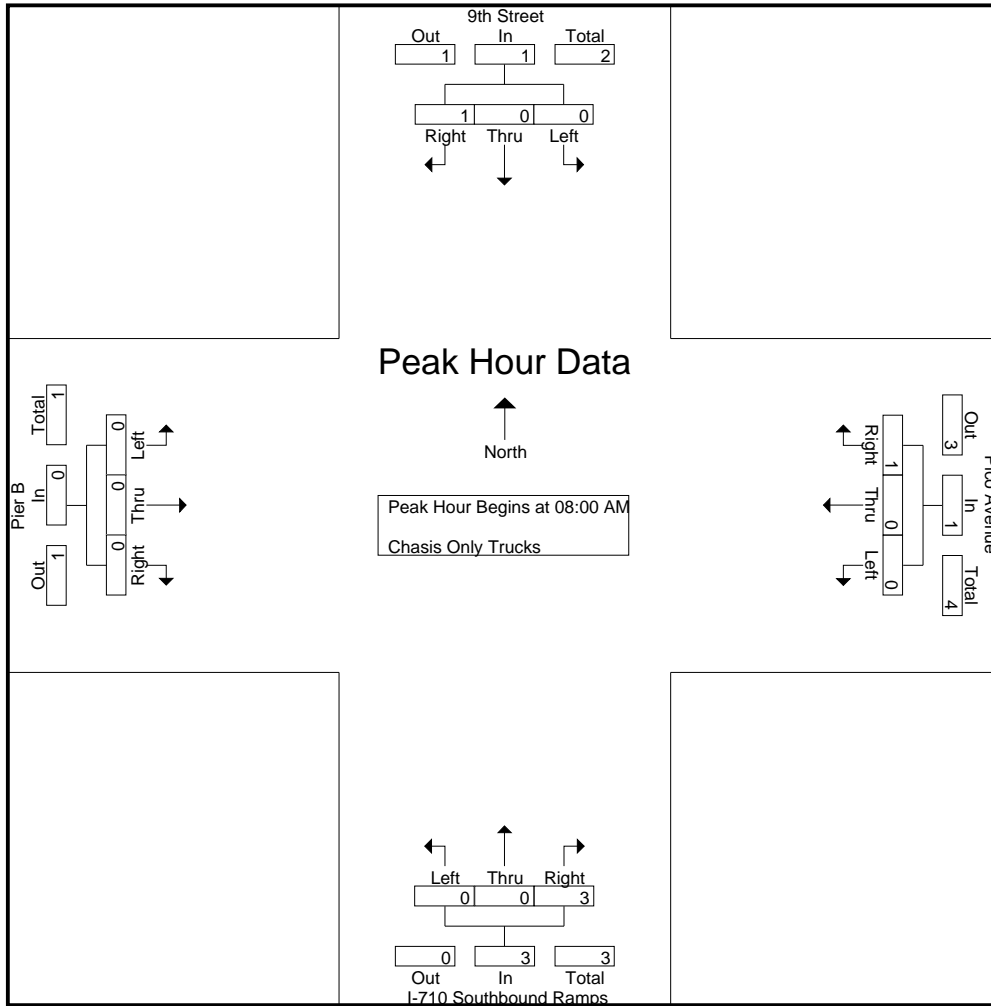
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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Groups Printed- Chasis Only Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0	5
Grand Total	0	0	1	1	0	0	1	1	0	0	5	5	0	0	0	0	7
Apprch %	0	0	100		0	0	100		0	0	100		0	0	0		
Total %	0	0	14.3	14.3	0	0	14.3	14.3	0	0	71.4	71.4	0	0	0	0	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	2
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0	5
% App. Total	0	0	100		0	0	100		0	0	100		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.750	.750	.000	.000	.000	.000	.625



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0
Total Volume	0	0	1	1	0	0	1	1	0	0	3	3	0	0	0	0
% App. Total	0	0	100		0	0	100		0	0	100		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.750	.750	.000	.000	.000	.000

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
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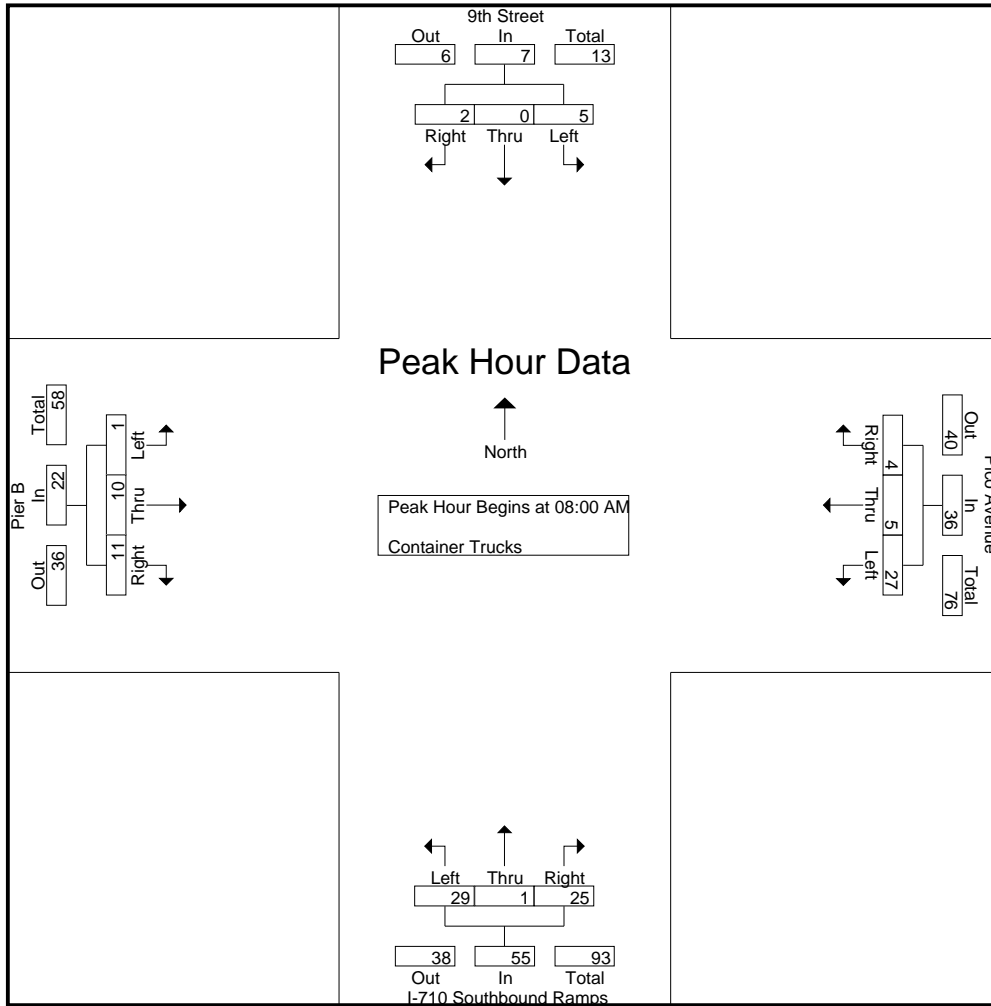
Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	1	0	3	3	0	4	7	0	1	0	1	11
07:15 AM	1	1	0	2	0	0	0	0	3	0	3	6	0	1	0	1	9
07:30 AM	1	0	0	1	2	0	0	2	9	0	5	14	0	0	0	0	17
07:45 AM	0	0	0	0	1	0	0	1	2	0	4	6	0	1	0	1	8
Total	2	1	0	3	5	1	0	6	17	0	16	33	0	3	0	3	45
08:00 AM	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0	22
08:15 AM	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8	24
08:30 AM	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5	40
08:45 AM	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9	34
Total	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22	120
Grand Total	7	1	2	10	32	6	4	42	46	1	41	88	1	13	11	25	165
Apprch %	70	10	20		76.2	14.3	9.5		52.3	1.1	46.6		4	52	44		
Total %	4.2	0.6	1.2	6.1	19.4	3.6	2.4	25.5	27.9	0.6	24.8	53.3	0.6	7.9	6.7	15.2	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0	22
08:15 AM	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8	24
08:30 AM	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5	40
08:45 AM	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9	34
Total Volume	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22	120
% App. Total	71.4	0	28.6		75	13.9	11.1		52.7	1.8	45.5		4.5	45.5	50		
PHF	.313	.000	.500	.350	.422	.417	.333	.450	.906	.250	.694	.809	.250	.357	.458	.611	.750

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
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Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	4	0	1	5	0	0	0	0	7	1	9	17	0	0	0	0
+15 mins.	0	0	0	0	1	1	0	2	7	0	7	14	0	7	1	8
+30 mins.	1	0	1	2	16	3	1	20	8	0	5	13	1	0	4	5
+45 mins.	0	0	0	0	10	1	3	14	7	0	4	11	0	3	6	9
Total Volume	5	0	2	7	27	5	4	36	29	1	25	55	1	10	11	22
% App. Total	71.4	0	28.6		75	13.9	11.1		52.7	1.8	45.5		4.5	45.5	50	
PHF	.313	.000	.500	.350	.422	.417	.333	.450	.906	.250	.694	.809	.250	.357	.458	.611

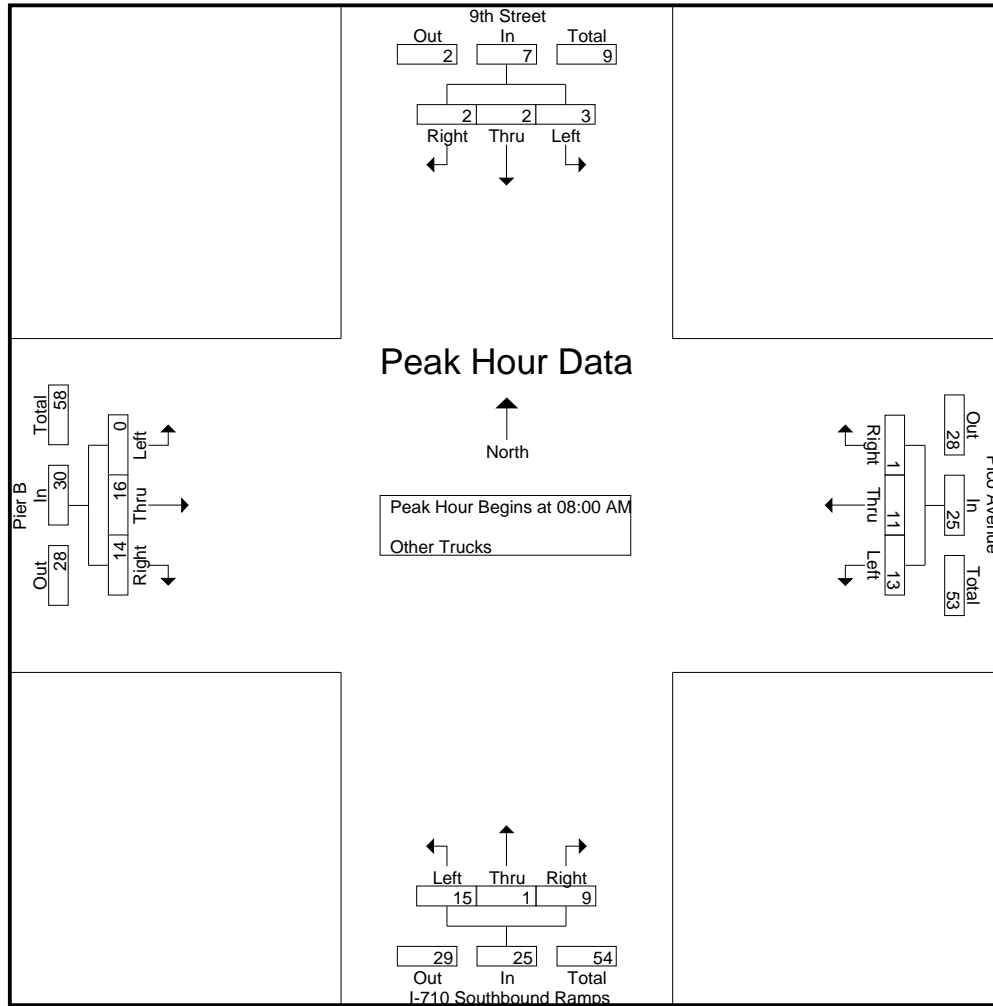
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIAM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	4	0	6	2	2	6	10	0	3	0	3	19
07:15 AM	0	0	0	0	0	3	1	4	1	2	0	3	0	7	5	12	19
07:30 AM	3	1	0	4	5	4	1	10	3	0	0	3	0	2	2	4	21
07:45 AM	1	3	0	4	11	3	0	14	2	0	1	3	0	4	2	6	27
Total	4	4	0	8	18	14	2	34	8	4	7	19	0	16	9	25	86
08:00 AM	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7	22
08:15 AM	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6	18
08:30 AM	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8	26
08:45 AM	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9	21
Total	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30	87
Grand Total	7	6	2	15	31	25	3	59	23	5	16	44	0	32	23	55	173
Apprch %	46.7	40	13.3		52.5	42.4	5.1		52.3	11.4	36.4		0	58.2	41.8		
Total %	4	3.5	1.2	8.7	17.9	14.5	1.7	34.1	13.3	2.9	9.2	25.4	0	18.5	13.3	31.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7	22
08:15 AM	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6	18
08:30 AM	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8	26
08:45 AM	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9	21
Total Volume	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30	87
% App. Total	42.9	28.6	28.6		52	44	4		60	4	36		0	53.3	46.7		
PHF	.375	.500	.500	.583	.650	.458	.250	.781	.536	.250	.563	.781	.000	.800	.875	.833	.837



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	1	0	2	1	6	1	8	3	0	2	5	0	4	3	7
+15 mins.	0	1	1	2	4	1	0	5	3	0	2	5	0	3	3	6
+30 mins.	2	0	1	3	5	3	0	8	2	1	4	7	0	4	4	8
+45 mins.	0	0	0	0	3	1	0	4	7	0	1	8	0	5	4	9
Total Volume	3	2	2	7	13	11	1	25	15	1	9	25	0	16	14	30
% App. Total	42.9	28.6	28.6		52	44	4		60	4	36		0	53.3	46.7	
PHF	.375	.500	.500	.583	.650	.458	.250	.781	.536	.250	.563	.781	.000	.800	.875	.833

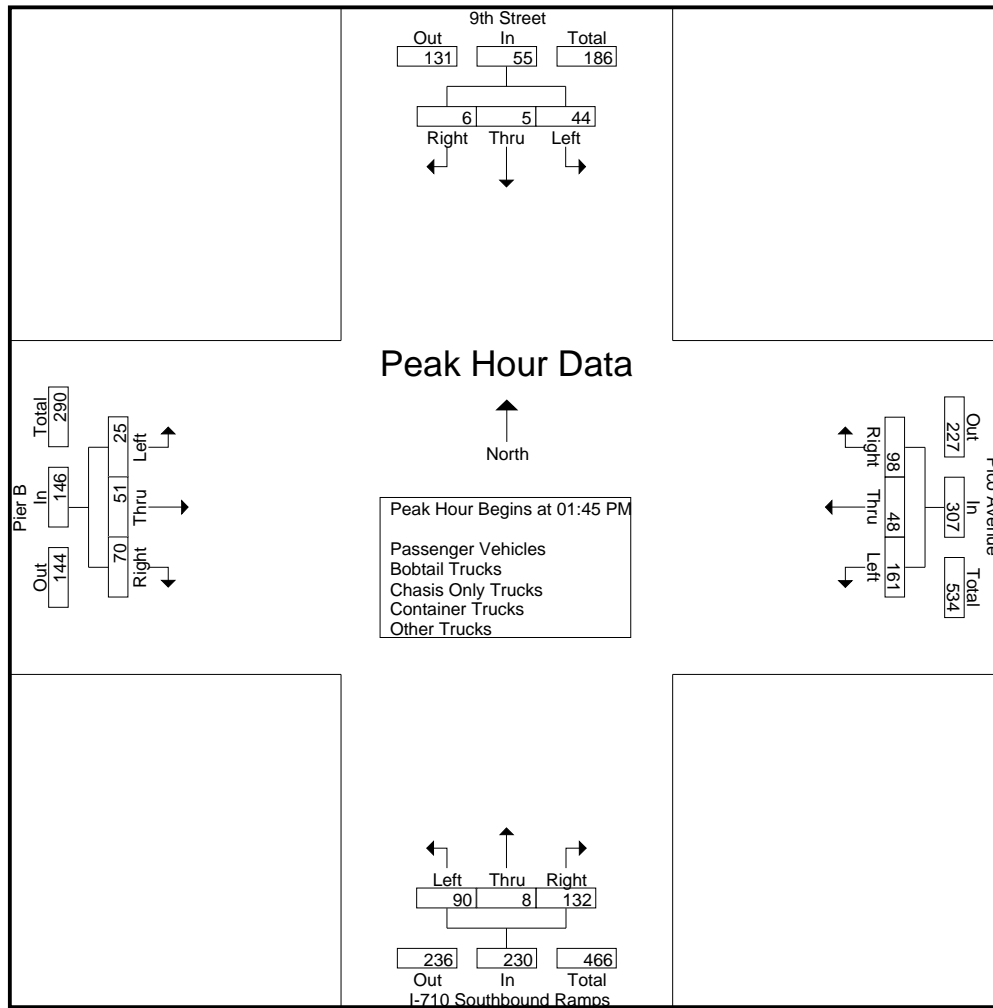
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	18	2	5	25	34	14	17	65	18	2	36	56	3	14	8	25	171
01:15 PM	23	1	3	27	50	7	21	78	16	1	34	51	4	10	16	30	186
01:30 PM	13	4	2	19	30	16	15	61	17	2	20	39	2	17	23	42	161
01:45 PM	9	1	0	10	39	11	21	71	26	2	35	63	8	11	15	34	178
Total	63	8	10	81	153	48	74	275	77	7	125	209	17	52	62	131	696
02:00 PM	7	0	2	9	44	11	18	73	12	3	36	51	4	16	17	37	170
02:15 PM	16	2	3	21	32	10	34	76	29	2	24	55	4	7	18	29	181
02:30 PM	12	2	1	15	46	16	25	87	23	1	37	61	9	17	20	46	209
02:45 PM	9	0	0	9	31	8	23	62	16	0	32	48	4	15	29	48	167
Total	44	4	6	54	153	45	100	298	80	6	129	215	21	55	84	160	727
Grand Total	107	12	16	135	306	93	174	573	157	13	254	424	38	107	146	291	1423
Apprch %	79.3	8.9	11.9		53.4	16.2	30.4		37	3.1	59.9		13.1	36.8	50.2		
Total %	7.5	0.8	1.1	9.5	21.5	6.5	12.2	40.3	11	0.9	17.8	29.8	2.7	7.5	10.3	20.4	
Passenger Vehicles	81	7	14	102	144	54	106	304	50	11	100	161	29	48	69	146	713
% Passenger Vehicles	75.7	58.3	87.5	75.6	47.1	58.1	60.9	53.1	31.8	84.6	39.4	38	76.3	44.9	47.3	50.2	50.1
Bobtail Trucks	7	0	0	7	25	7	39	71	13	0	15	28	2	13	8	23	129
% Bobtail Trucks	6.5	0	0	5.2	8.2	7.5	22.4	12.4	8.3	0	5.9	6.6	5.3	12.1	5.5	7.9	9.1
Chasis Only Trucks	2	0	0	2	3	5	0	8	3	1	4	8	1	2	1	4	22
% Chasis Only Trucks	1.9	0	0	1.5	1	5.4	0	1.4	1.9	7.7	1.6	1.9	2.6	1.9	0.7	1.4	1.5
Container Trucks	10	2	1	13	108	1	19	128	61	0	114	175	3	9	33	45	361
% Container Trucks	9.3	16.7	6.2	9.6	35.3	1.1	10.9	22.3	38.9	0	44.9	41.3	7.9	8.4	22.6	15.5	25.4
Other Trucks	7	3	1	11	26	26	10	62	30	1	21	52	3	35	35	73	198
% Other Trucks	6.5	25	6.2	8.1	8.5	28	5.7	10.8	19.1	7.7	8.3	12.3	7.9	32.7	24	25.1	13.9

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	9	1	0	10	39	11	21	71	26	2	35	63	8	11	15	34	178
02:00 PM	7	0	2	9	44	11	18	73	12	3	36	51	4	16	17	37	170
02:15 PM	16	2	3	21	32	10	34	76	29	2	24	55	4	7	18	29	181
02:30 PM	12	2	1	15	46	16	25	87	23	1	37	61	9	17	20	46	209
Total Volume	44	5	6	55	161	48	98	307	90	8	132	230	25	51	70	146	738
% App. Total	80	9.1	10.9		52.4	15.6	31.9		39.1	3.5	57.4		17.1	34.9	47.9		
PHF	.688	.625	.500	.655	.875	.750	.721	.882	.776	.667	.892	.913	.694	.750	.875	.793	.883



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:00 PM				01:45 PM				01:45 PM				02:00 PM			
+0 mins.	18	2	5	25	39	11	21	71	26	2	35	63	4	16	17	37
+15 mins.	23	1	3	27	44	11	18	73	12	3	36	51	4	7	18	29
+30 mins.	13	4	2	19	32	10	34	76	29	2	24	55	9	17	20	46
+45 mins.	9	1	0	10	46	16	25	87	23	1	37	61	4	15	29	48
Total Volume	63	8	10	81	161	48	98	307	90	8	132	230	21	55	84	160
% App. Total	77.8	9.9	12.3		52.4	15.6	31.9		39.1	3.5	57.4		13.1	34.4	52.5	
PHF	.685	.500	.500	.750	.875	.750	.721	.882	.776	.667	.892	.913	.583	.809	.724	.833

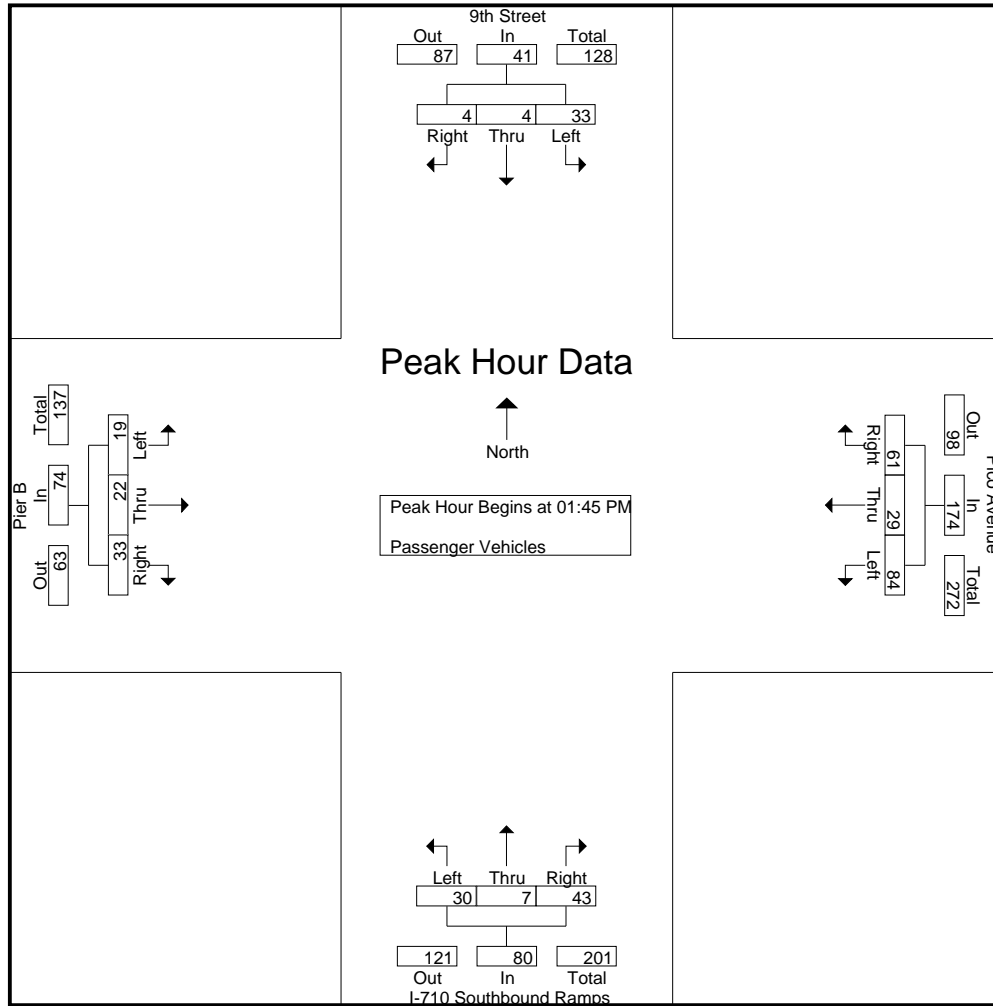
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	14	0	5	19	14	8	11	33	2	1	24	27	0	4	3	7	86
01:15 PM	17	1	3	21	18	5	10	33	5	1	16	22	4	4	10	18	94
01:30 PM	11	2	2	15	10	8	10	28	7	2	8	17	2	8	11	21	81
01:45 PM	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18	88
Total	49	4	10	63	57	29	42	128	25	5	64	94	13	19	32	64	349
02:00 PM	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17	81
02:15 PM	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14	85
02:30 PM	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25	115
02:45 PM	6	0	0	6	18	4	14	36	6	0	9	15	4	10	12	26	83
Total	32	3	4	39	87	25	64	176	25	6	36	67	16	29	37	82	364
Grand Total	81	7	14	102	144	54	106	304	50	11	100	161	29	48	69	146	713
Apprch %	79.4	6.9	13.7		47.4	17.8	34.9		31.1	6.8	62.1		19.9	32.9	47.3		
Total %	11.4	1	2	14.3	20.2	7.6	14.9	42.6	7	1.5	14	22.6	4.1	6.7	9.7	20.5	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18	88
02:00 PM	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17	81
02:15 PM	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14	85
02:30 PM	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25	115
Total Volume	33	4	4	41	84	29	61	174	30	7	43	80	19	22	33	74	369
% App. Total	80.5	9.8	9.8		48.3	16.7	35.1		37.5	8.8	53.8		25.7	29.7	44.6		
PHF	.688	.500	.500	.683	.750	.725	.726	.806	.682	.583	.672	.714	.679	.611	.750	.740	.802



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	7	1	0	8	15	8	11	34	11	1	16	28	7	3	8	18
+15 mins.	4	0	1	5	28	6	10	44	1	3	11	15	4	7	6	17
+30 mins.	12	1	2	15	16	5	21	42	8	2	4	14	3	3	8	14
+45 mins.	10	2	1	13	25	10	19	54	10	1	12	23	5	9	11	25
Total Volume	33	4	4	41	84	29	61	174	30	7	43	80	19	22	33	74
% App. Total	80.5	9.8	9.8		48.3	16.7	35.1		37.5	8.8	53.8		25.7	29.7	44.6	
PHF	.688	.500	.500	.683	.750	.725	.726	.806	.682	.583	.672	.714	.679	.611	.750	.740

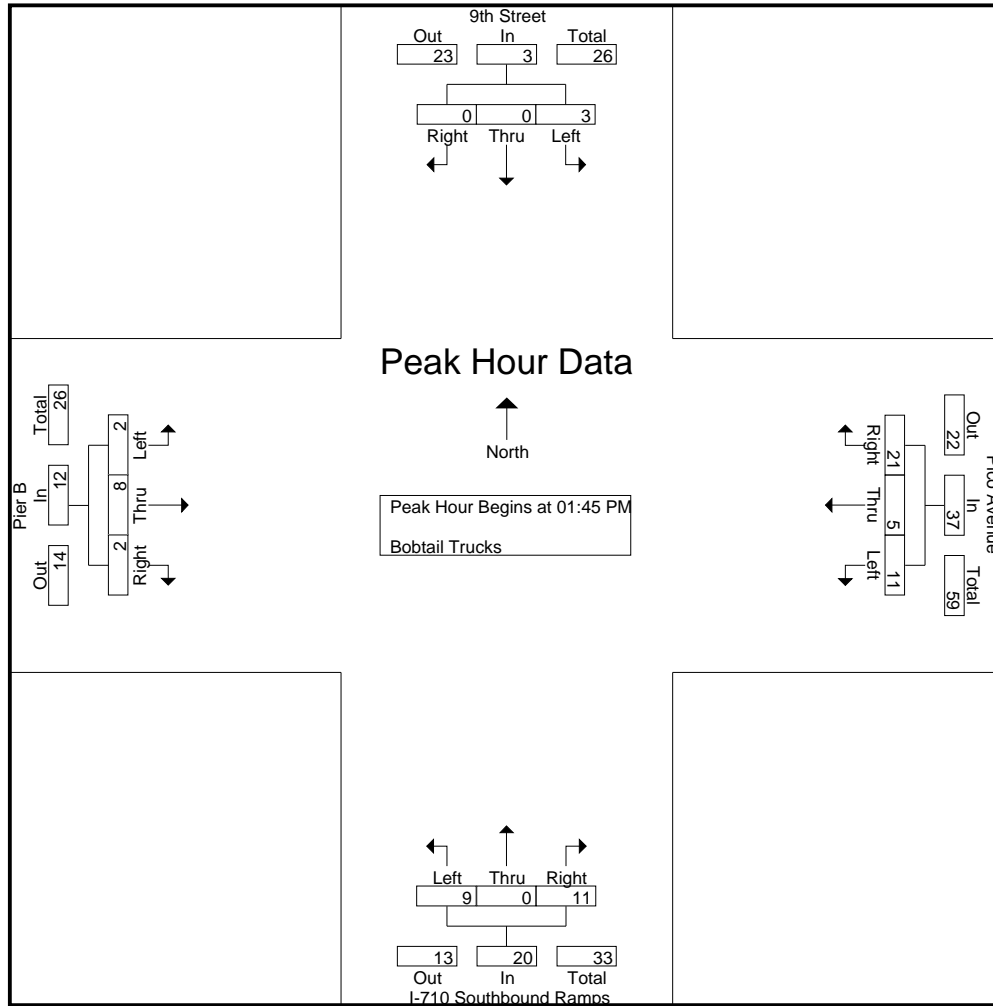
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	0	0	3	4	2	4	10	1	0	0	1	0	2	1	3	17
01:15 PM	1	0	0	1	5	0	7	12	1	0	2	3	0	0	0	0	16
01:30 PM	0	0	0	0	5	0	4	9	2	0	2	4	0	2	2	4	17
01:45 PM	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5	18
Total	4	0	0	4	17	3	20	40	6	0	6	12	0	7	5	12	68
02:00 PM	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3	20
02:15 PM	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1	17
02:30 PM	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3	17
02:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	1	3	4	7
Total	3	0	0	3	8	4	19	31	7	0	9	16	2	6	3	11	61
Grand Total	7	0	0	7	25	7	39	71	13	0	15	28	2	13	8	23	129
Apprch %	100	0	0		35.2	9.9	54.9		46.4	0	53.6		8.7	56.5	34.8		
Total %	5.4	0	0	5.4	19.4	5.4	30.2	55	10.1	0	11.6	21.7	1.6	10.1	6.2	17.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5	18
02:00 PM	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3	20
02:15 PM	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1	17
02:30 PM	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3	17
Total Volume	3	0	0	3	11	5	21	37	9	0	11	20	2	8	2	12	72
% App. Total	100	0	0		29.7	13.5	56.8		45	0	55		16.7	66.7	16.7		
PHF	.250	.000	.000	.250	.688	.625	.875	.771	.450	.000	.550	.625	.250	.667	.250	.600	.900



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	3	1	5	9	2	0	2	4	0	3	2	5
+15 mins.	3	0	0	3	4	2	6	12	1	0	1	2	0	3	0	3
+30 mins.	0	0	0	0	1	1	6	8	5	0	3	8	0	1	0	1
+45 mins.	0	0	0	0	3	1	4	8	1	0	5	6	2	1	0	3
Total Volume	3	0	0	3	11	5	21	37	9	0	11	20	2	8	2	12
% App. Total	100	0	0		29.7	13.5	56.8		45	0	55		16.7	66.7	16.7	
PHF	.250	.000	.000	.250	.688	.625	.875	.771	.450	.000	.550	.625	.250	.667	.250	.600

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
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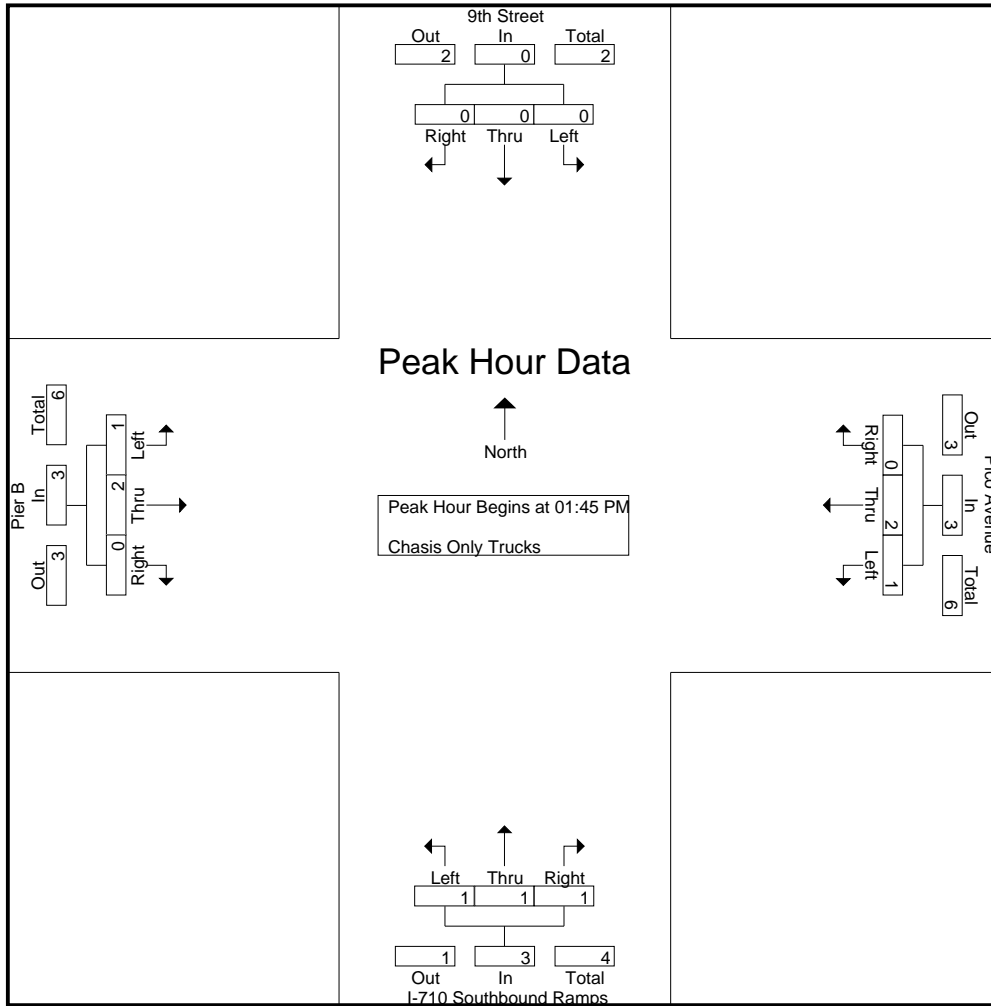
Groups Printed- Chasis Only Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	1	0	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
01:30 PM	1	0	0	1	1	3	0	4	1	0	1	2	0	0	0	0	7
01:45 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3	6
Total	2	0	0	2	1	4	0	5	1	1	3	5	1	2	1	4	16
02:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	1	0	0	1	1	0	1	2	0	0	0	0	3
Total	0	0	0	0	2	1	0	3	2	0	1	3	0	0	0	0	6
Grand Total	2	0	0	2	3	5	0	8	3	1	4	8	1	2	1	4	22
Apprch %	100	0	0		37.5	62.5	0		37.5	12.5	50		25	50	25		
Total %	9.1	0	0	9.1	13.6	22.7	0	36.4	13.6	4.5	18.2	36.4	4.5	9.1	4.5	18.2	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3	6
02:00 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	1	1	1	3	1	2	0	3	9
% App. Total	0	0	0		33.3	66.7	0		33.3	33.3	33.3		33.3	66.7	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.250	.250	.375	.250	.250	.000	.250	.375

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3
+15 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	1	1	1	3	1	2	0	3
% App. Total	0	0	0	0	33.3	66.7	0		33.3	33.3	33.3		33.3	66.7	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.250	.250	.375	.250	.250	.000	.250

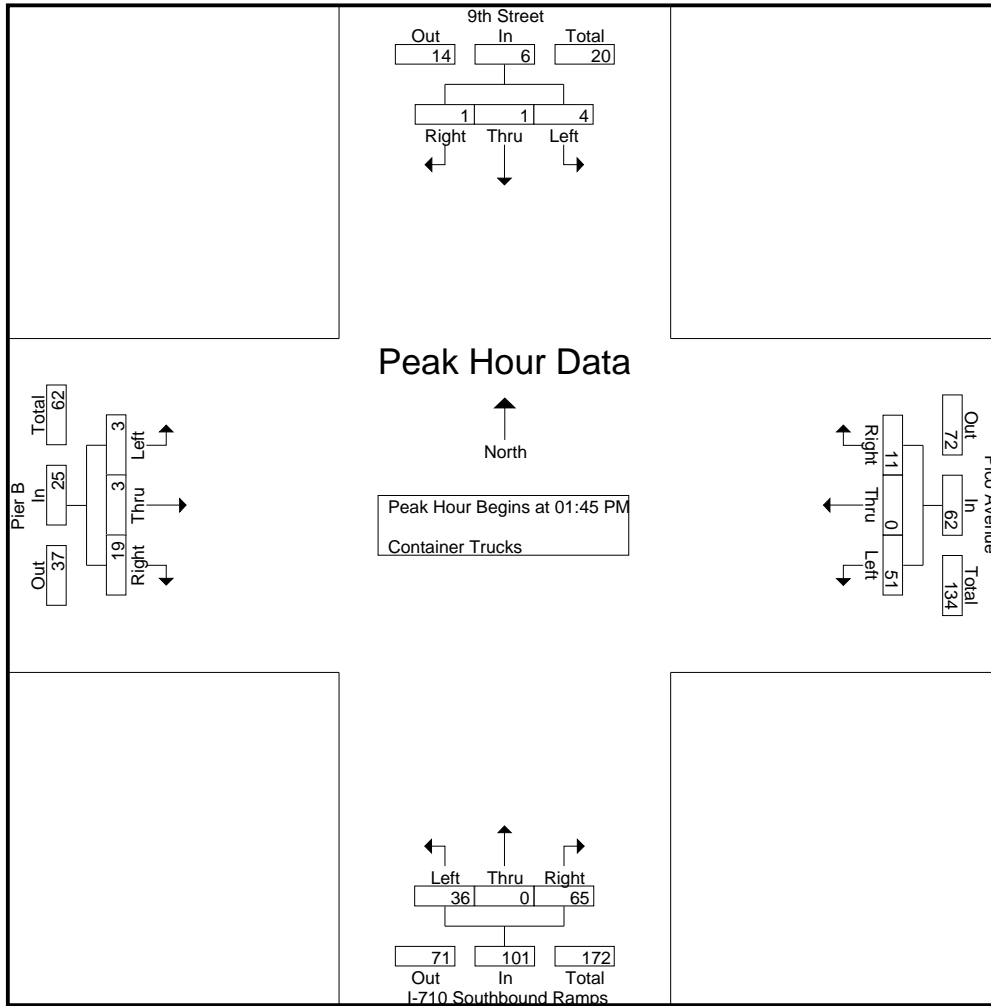
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	1	0	2	12	0	2	14	8	0	8	16	0	0	1	1	33
01:15 PM	2	0	0	2	23	0	1	24	6	0	12	18	0	3	1	4	48
01:30 PM	0	0	0	0	13	0	1	14	2	0	8	10	0	2	3	5	29
01:45 PM	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5	55
Total	4	1	0	5	68	0	8	76	26	0	43	69	0	5	10	15	165
02:00 PM	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4	39
02:15 PM	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6	50
02:30 PM	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10	50
02:45 PM	3	0	0	3	9	1	4	14	9	0	21	30	0	1	9	10	57
Total	6	1	1	8	40	1	11	52	35	0	71	106	3	4	23	30	196
Grand Total	10	2	1	13	108	1	19	128	61	0	114	175	3	9	33	45	361
Apprch %	76.9	15.4	7.7		84.4	0.8	14.8		34.9	0	65.1		6.7	20	73.3		
Total %	2.8	0.6	0.3	3.6	29.9	0.3	5.3	35.5	16.9	0	31.6	48.5	0.8	2.5	9.1	12.5	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5	55
02:00 PM	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4	39
02:15 PM	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6	50
02:30 PM	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10	50
Total Volume	4	1	1	6	51	0	11	62	36	0	65	101	3	3	19	25	194
% App. Total	66.7	16.7	16.7		82.3	0	17.7		35.6	0	64.4		12	12	76		
PHF	.500	.250	.250	.375	.638	.000	.688	.646	.692	.000	.813	.902	.375	.250	.950	.625	.882



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	1	0	0	1	20	0	4	24	10	0	15	25	0	0	5	5
+15 mins.	0	0	0	0	6	0	1	7	8	0	20	28	0	0	4	4
+30 mins.	2	1	1	4	10	0	4	14	13	0	13	26	1	0	5	6
+45 mins.	1	0	0	1	15	0	2	17	5	0	17	22	2	3	5	10
Total Volume	4	1	1	6	51	0	11	62	36	0	65	101	3	3	19	25
% App. Total	66.7	16.7	16.7		82.3	0	17.7		35.6	0	64.4		12	12	76	
PHF	.500	.250	.250	.375	.638	.000	.688	.646	.692	.000	.813	.902	.375	.250	.950	.625

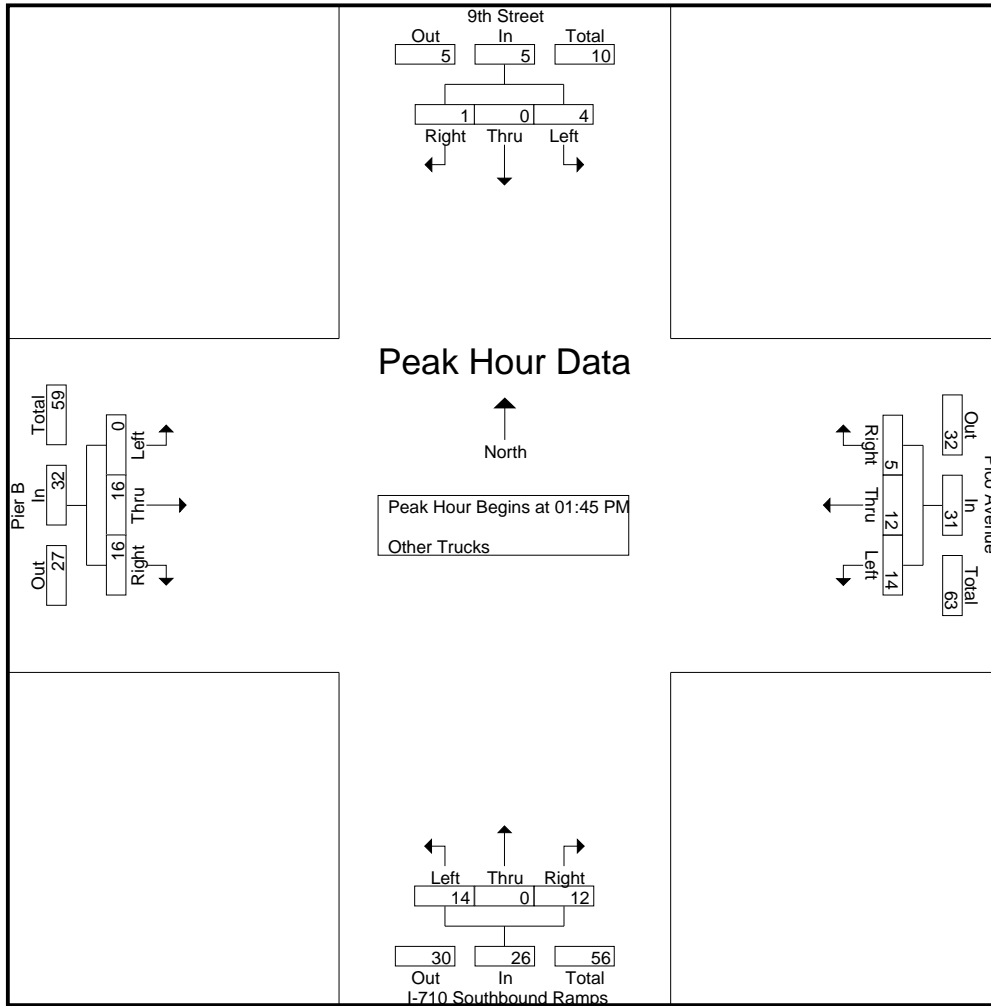
City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIMD
 Site Code : 00000155
 Start Date : 2/28/2012
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Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	4	4	0	8	7	1	4	12	3	8	3	14	35
01:15 PM	2	0	0	2	4	2	3	9	4	0	3	7	0	3	4	7	25
01:30 PM	1	2	0	3	1	5	0	6	5	0	1	6	0	5	7	12	27
01:45 PM	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3	11
Total	4	3	0	7	10	12	4	26	19	1	9	29	3	19	14	36	98
02:00 PM	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13	28
02:15 PM	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8	28
02:30 PM	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8	27
02:45 PM	0	0	0	0	3	3	2	8	0	0	1	1	0	3	5	8	17
Total	3	0	1	4	16	14	6	36	11	0	12	23	0	16	21	37	100
Grand Total	7	3	1	11	26	26	10	62	30	1	21	52	3	35	35	73	198
Apprch %	63.6	27.3	9.1		41.9	41.9	16.1		57.7	1.9	40.4		4.1	47.9	47.9		
Total %	3.5	1.5	0.5	5.6	13.1	13.1	5.1	31.3	15.2	0.5	10.6	26.3	1.5	17.7	17.7	36.9	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:45 PM																	
01:45 PM	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3	11
02:00 PM	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13	28
02:15 PM	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8	28
02:30 PM	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8	27
Total Volume	4	0	1	5	14	12	5	31	14	0	12	26	0	16	16	32	94
% App. Total	80	0	20		45.2	38.7	16.1		53.8	0	46.2		0	50	50		
PHF	.500	.000	.250	.625	.700	.600	.417	.705	.500	.000	.750	.650	.000	.667	.571	.615	.839



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	01:45 PM				01:45 PM				01:45 PM				01:45 PM			
+0 mins.	1	0	0	1	1	1	1	3	3	0	1	4	0	3	0	3
+15 mins.	0	0	1	1	5	3	1	9	1	0	4	5	0	6	7	13
+30 mins.	2	0	0	2	5	3	3	11	3	0	4	7	0	3	5	8
+45 mins.	1	0	0	1	3	5	0	8	7	0	3	10	0	4	4	8
Total Volume	4	0	1	5	14	12	5	31	14	0	12	26	0	16	16	32
% App. Total	80	0	20		45.2	38.7	16.1		53.8	0	46.2		0	50	50	
PHF	.500	.000	.250	.625	.700	.600	.417	.705	.500	.000	.750	.650	.000	.667	.571	.615

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

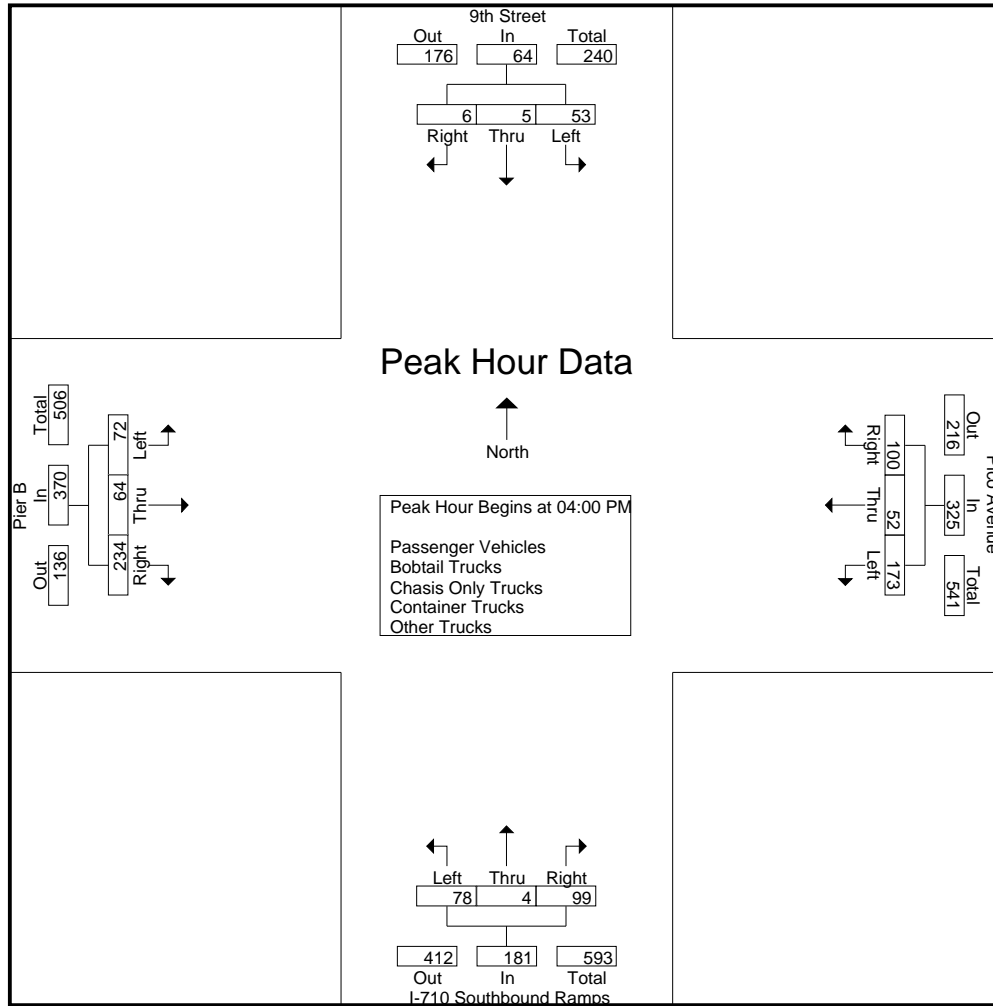
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	0	0	8	46	13	16	75	22	2	40	64	11	22	52	85	232
04:15 PM	15	0	0	15	36	10	24	70	24	1	16	41	16	16	26	58	184
04:30 PM	15	3	3	21	50	16	27	93	16	1	13	30	23	14	118	155	299
04:45 PM	15	2	3	20	41	13	33	87	16	0	30	46	22	12	38	72	225
Total	53	5	6	64	173	52	100	325	78	4	99	181	72	64	234	370	940
05:00 PM	24	0	2	26	36	8	13	57	24	0	19	43	16	13	16	45	171
05:15 PM	12	0	3	15	14	10	14	38	25	1	17	43	3	4	18	25	121
05:30 PM	15	1	3	19	15	3	16	34	13	0	28	41	8	10	41	59	153
05:45 PM	4	1	1	6	23	0	11	34	11	0	14	25	7	8	10	25	90
Total	55	2	9	66	88	21	54	163	73	1	78	152	34	35	85	154	535
Grand Total	108	7	15	130	261	73	154	488	151	5	177	333	106	99	319	524	1475
Approch %	83.1	5.4	11.5		53.5	15	31.6		45.3	1.5	53.2		20.2	18.9	60.9		
Total %	7.3	0.5	1	8.8	17.7	4.9	10.4	33.1	10.2	0.3	12	22.6	7.2	6.7	21.6	35.5	
Passenger Vehicles	90	6	8	104	176	53	110	339	52	4	68	124	103	74	269	446	1013
% Passenger Vehicles	83.3	85.7	53.3	80	67.4	72.6	71.4	69.5	34.4	80	38.4	37.2	97.2	74.7	84.3	85.1	68.7
Bobtail Trucks	6	0	1	7	8	6	24	38	5	0	7	12	2	5	6	13	70
% Bobtail Trucks	5.6	0	6.7	5.4	3.1	8.2	15.6	7.8	3.3	0	4	3.6	1.9	5.1	1.9	2.5	4.7
Chasis Only Trucks	3	0	3	6	9	3	4	16	2	0	1	3	0	1	0	1	26
% Chasis Only Trucks	2.8	0	20	4.6	3.4	4.1	2.6	3.3	1.3	0	0.6	0.9	0	1	0	0.2	1.8
Container Trucks	4	0	3	7	59	2	9	70	58	0	94	152	1	5	17	23	252
% Container Trucks	3.7	0	20	5.4	22.6	2.7	5.8	14.3	38.4	0	53.1	45.6	0.9	5.1	5.3	4.4	17.1
Other Trucks	5	1	0	6	9	9	7	25	34	1	7	42	0	14	27	41	114
% Other Trucks	4.6	14.3	0	4.6	3.4	12.3	4.5	5.1	22.5	20	4	12.6	0	14.1	8.5	7.8	7.7

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	0	0	8	46	13	16	75	22	2	40	64	11	22	52	85	232
04:15 PM	15	0	0	15	36	10	24	70	24	1	16	41	16	16	26	58	184
04:30 PM	15	3	3	21	50	16	27	93	16	1	13	30	23	14	118	155	299
04:45 PM	15	2	3	20	41	13	33	87	16	0	30	46	22	12	38	72	225
Total Volume	53	5	6	64	173	52	100	325	78	4	99	181	72	64	234	370	940
% App. Total	82.8	7.8	9.4		53.2	16	30.8		43.1	2.2	54.7		19.5	17.3	63.2		
PHF	.883	.417	.500	.762	.865	.813	.758	.874	.813	.500	.619	.707	.783	.727	.496	.597	.786

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	15	0	0	15	46	13	16	75	22	2	40	64	11	22	52	85
+15 mins.	15	3	3	21	36	10	24	70	24	1	16	41	16	16	26	58
+30 mins.	15	2	3	20	50	16	27	93	16	1	13	30	23	14	118	155
+45 mins.	24	0	2	26	41	13	33	87	16	0	30	46	22	12	38	72
Total Volume	69	5	8	82	173	52	100	325	78	4	99	181	72	64	234	370
% App. Total	84.1	6.1	9.8		53.2	16	30.8		43.1	2.2	54.7		19.5	17.3	63.2	
PHF	.719	.417	.667	.788	.865	.813	.758	.874	.813	.500	.619	.707	.783	.727	.496	.597

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

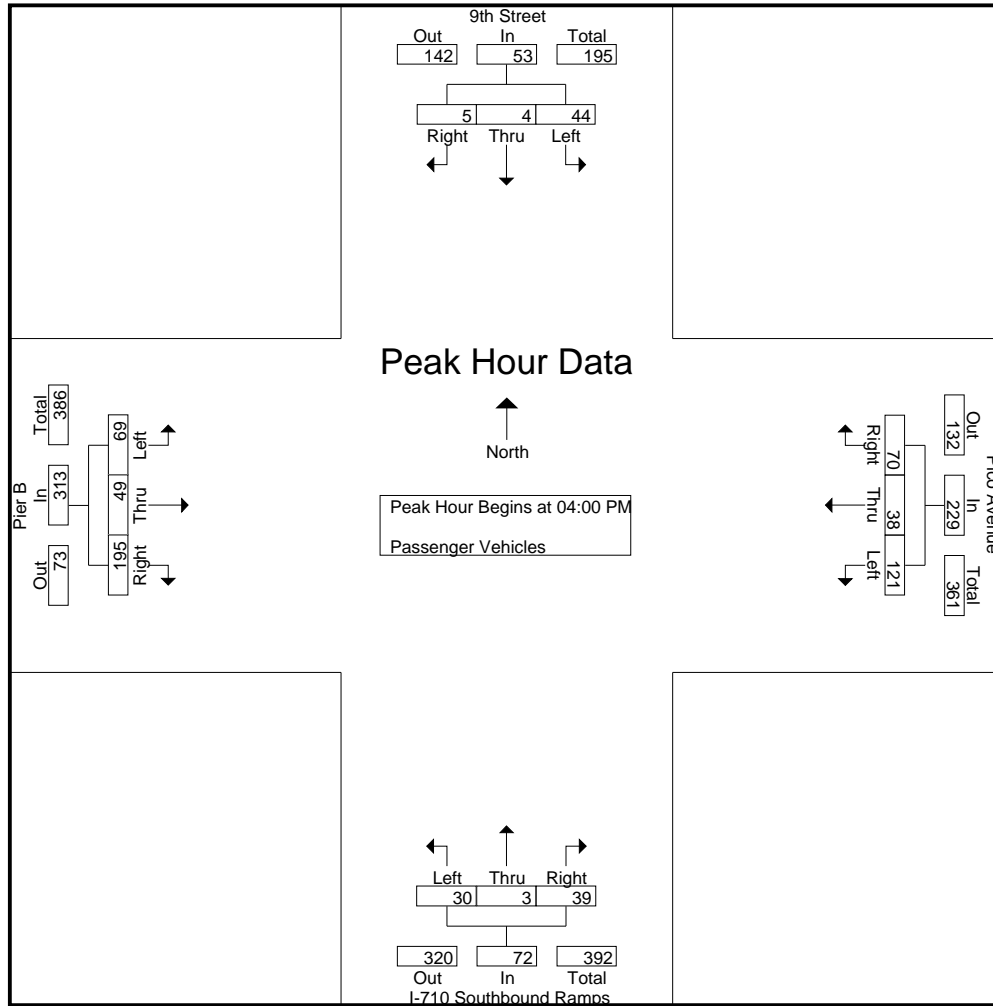
Groups Printed- Passenger Vehicles

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67	150
04:15 PM	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41	105
04:30 PM	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145	249
04:45 PM	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60	163
Total	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313	667
05:00 PM	21	0	1	22	22	7	10	39	7	0	10	17	16	9	12	37	115
05:15 PM	9	0	1	10	9	6	10	25	10	1	2	13	3	2	17	22	70
05:30 PM	13	1	1	15	7	2	13	22	3	0	12	15	8	10	37	55	107
05:45 PM	3	1	0	4	17	0	7	24	2	0	5	7	7	4	8	19	54
Total	46	2	3	51	55	15	40	110	22	1	29	52	34	25	74	133	346
Grand Total	90	6	8	104	176	53	110	339	52	4	68	124	103	74	269	446	1013
Apprch %	86.5	5.8	7.7		51.9	15.6	32.4		41.9	3.2	54.8		23.1	16.6	60.3		
Total %	8.9	0.6	0.8	10.3	17.4	5.2	10.9	33.5	5.1	0.4	6.7	12.2	10.2	7.3	26.6	44	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67	150
04:15 PM	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41	105
04:30 PM	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145	249
04:45 PM	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60	163
Total Volume	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313	667
% App. Total	83	7.5	9.4		52.8	16.6	30.6		41.7	4.2	54.2		22	15.7	62.3		
PHF	.786	.500	.417	.697	.720	.731	.673	.784	.833	.375	.609	.667	.784	.766	.443	.540	.670

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	0	0	6	29	10	11	50	9	2	16	27	10	16	41	67
+15 mins.	12	0	0	12	19	4	15	38	9	1	4	14	15	11	15	41
+30 mins.	14	2	3	19	42	13	18	73	7	0	5	12	22	13	110	145
+45 mins.	12	2	2	16	31	11	26	68	5	0	14	19	22	9	29	60
Total Volume	44	4	5	53	121	38	70	229	30	3	39	72	69	49	195	313
% App. Total	83	7.5	9.4		52.8	16.6	30.6		41.7	4.2	54.2		22	15.7	62.3	
PHF	.786	.500	.417	.697	.720	.731	.673	.784	.833	.375	.609	.667	.784	.766	.443	.540

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

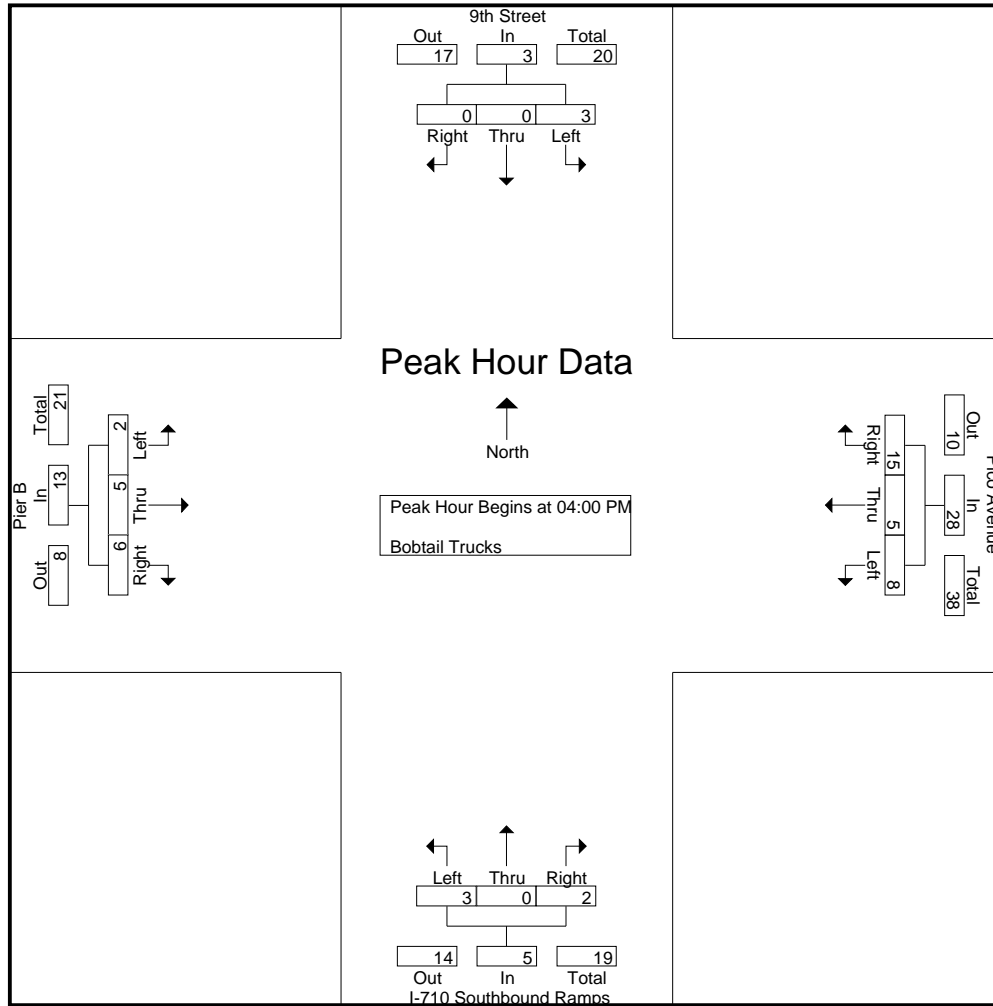
Groups Printed- Bobtail Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5	13
04:15 PM	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4	20
04:30 PM	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1	6
04:45 PM	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3	10
Total	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13	49
05:00 PM	0	0	0	0	0	0	2	2	1	0	0	1	0	0	0	0	3
05:15 PM	1	0	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
05:30 PM	1	0	1	2	0	0	3	3	0	0	1	1	0	0	0	0	6
05:45 PM	1	0	0	1	0	0	4	4	1	0	3	4	0	0	0	0	9
Total	3	0	1	4	0	1	9	10	2	0	5	7	0	0	0	0	21
Grand Total	6	0	1	7	8	6	24	38	5	0	7	12	2	5	6	13	70
Apprch %	85.7	0	14.3		21.1	15.8	63.2		41.7	0	58.3		15.4	38.5	46.2		
Total %	8.6	0	1.4	10	11.4	8.6	34.3	54.3	7.1	0	10	17.1	2.9	7.1	8.6	18.6	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5	13
04:15 PM	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4	20
04:30 PM	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1	6
04:45 PM	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3	10
Total Volume	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13	49
% App. Total	100	0	0		28.6	17.9	53.6		60	0	40		15.4	38.5	46.2		
PHF	.375	.000	.000	.375	.500	.417	.625	.538	.375	.000	.500	.625	.500	.417	.750	.650	.613

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	3	0	3	6	1	0	1	2	0	3	2	5
+15 mins.	1	0	0	1	4	3	6	13	2	0	0	2	1	1	2	4
+30 mins.	0	0	0	0	0	0	4	4	0	0	1	1	1	0	0	1
+45 mins.	2	0	0	2	1	2	2	5	0	0	0	0	0	1	2	3
Total Volume	3	0	0	3	8	5	15	28	3	0	2	5	2	5	6	13
% App. Total	100	0	0		28.6	17.9	53.6		60	0	40		15.4	38.5	46.2	
PHF	.375	.000	.000	.375	.500	.417	.625	.538	.375	.000	.500	.625	.500	.417	.750	.650

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

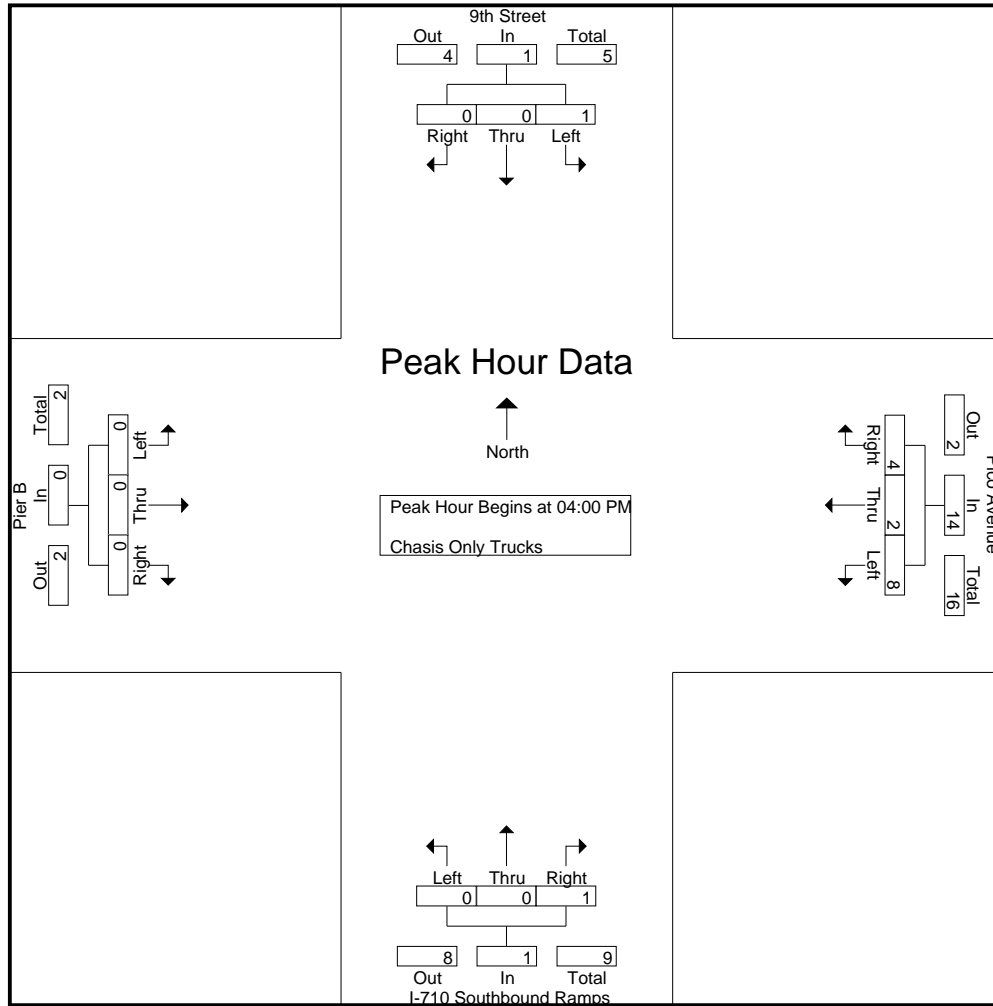
Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0	16
05:00 PM	2	0	0	2	0	1	0	1	1	0	0	1	0	1	0	1	5
05:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	2	0	3	5	1	1	0	2	2	0	0	2	0	1	0	1	10
Grand Total	3	0	3	6	9	3	4	16	2	0	1	3	0	1	0	1	26
Apprch %	50	0	50		56.2	18.8	25		66.7	0	33.3		0	100	0		
Total %	11.5	0	11.5	23.1	34.6	11.5	15.4	61.5	7.7	0	3.8	11.5	0	3.8	0	3.8	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0	7
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0	16
% App. Total	100	0	0		57.1	14.3	28.6		0	0	100		0	0	0		
PHF	.250	.000	.000	.250	.333	.250	.333	.500	.000	.000	.250	.250	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	6	0	1	7	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	2	2	3	7	0	0	0	0	0	0	0	0
+45 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	8	2	4	14	0	0	1	1	0	0	0	0
% App. Total	100	0	0	0	57.1	14.3	28.6		0	0	100		0	0	0	
PHF	.250	.000	.000	.250	.333	.250	.333	.500	.000	.000	.250	.250	.000	.000	.000	.000

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

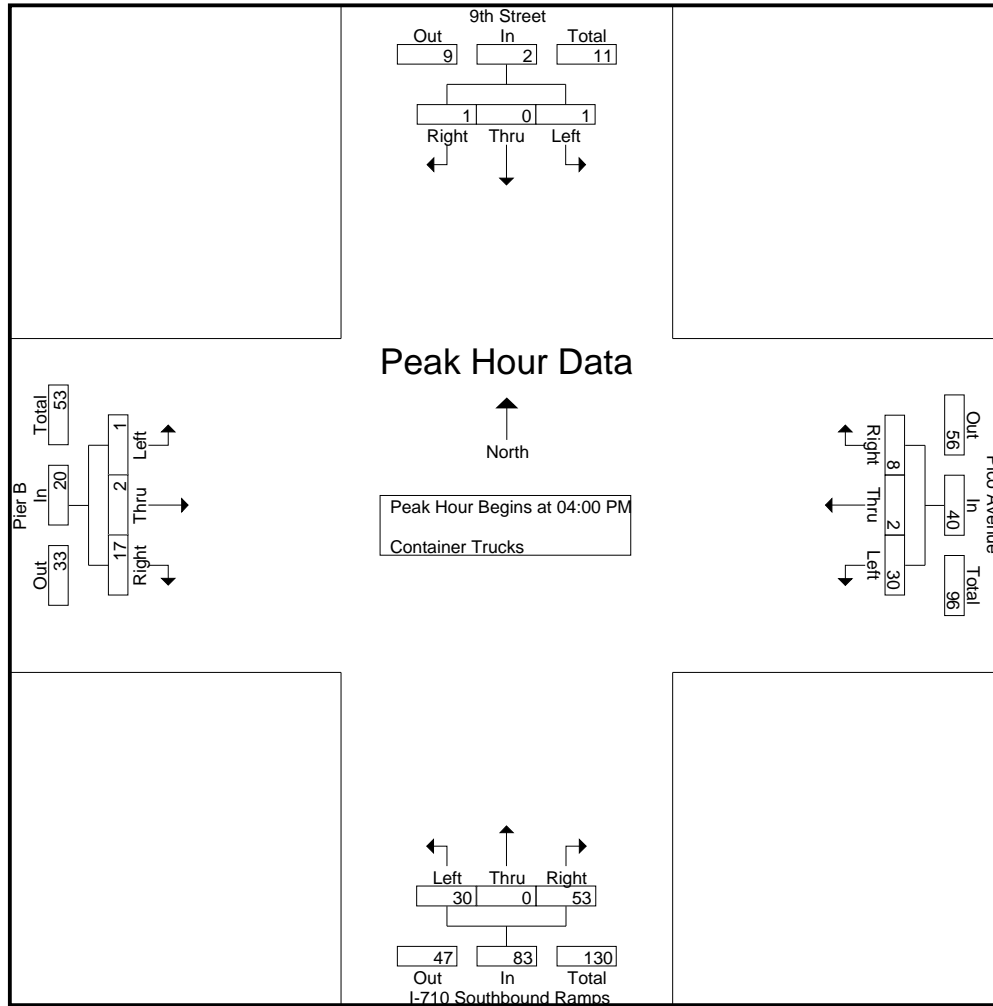
Groups Printed- Container Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7	46
04:15 PM	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3	39
04:30 PM	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6	23
04:45 PM	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4	37
Total	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20	145
05:00 PM	1	0	1	2	13	0	0	13	9	0	9	18	0	1	0	1	34
05:15 PM	1	0	0	1	5	0	1	6	9	0	13	22	0	1	0	1	30
05:30 PM	1	0	0	1	8	0	0	8	6	0	13	19	0	0	0	0	28
05:45 PM	0	0	1	1	3	0	0	3	4	0	6	10	0	1	0	1	15
Total	3	0	2	5	29	0	1	30	28	0	41	69	0	3	0	3	107
Grand Total	4	0	3	7	59	2	9	70	58	0	94	152	1	5	17	23	252
Apprch %	57.1	0	42.9		84.3	2.9	12.9		38.2	0	61.8		4.3	21.7	73.9		
Total %	1.6	0	1.2	2.8	23.4	0.8	3.6	27.8	23	0	37.3	60.3	0.4	2	6.7	9.1	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7	46
04:15 PM	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3	39
04:30 PM	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6	23
04:45 PM	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4	37
Total Volume	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20	145
% App. Total	50	0	50		75	5	20		36.1	0	63.9		5	10	85		
PHF	.250	.000	.250	.500	.682	.250	.667	.714	.750	.000	.663	.716	.250	.500	.850	.714	.788

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	7	2	1	10	9	0	20	29	1	1	5	7
+15 mins.	1	0	0	1	11	0	3	14	10	0	11	21	0	0	3	3
+30 mins.	0	0	0	0	4	0	1	5	5	0	7	12	0	1	5	6
+45 mins.	0	0	1	1	8	0	3	11	6	0	15	21	0	0	4	4
Total Volume	1	0	1	2	30	2	8	40	30	0	53	83	1	2	17	20
% App. Total	50	0	50		75	5	20		36.1	0	63.9		5	10	85	
PHF	.250	.000	.250	.500	.682	.250	.667	.714	.750	.000	.663	.716	.250	.500	.850	.714

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

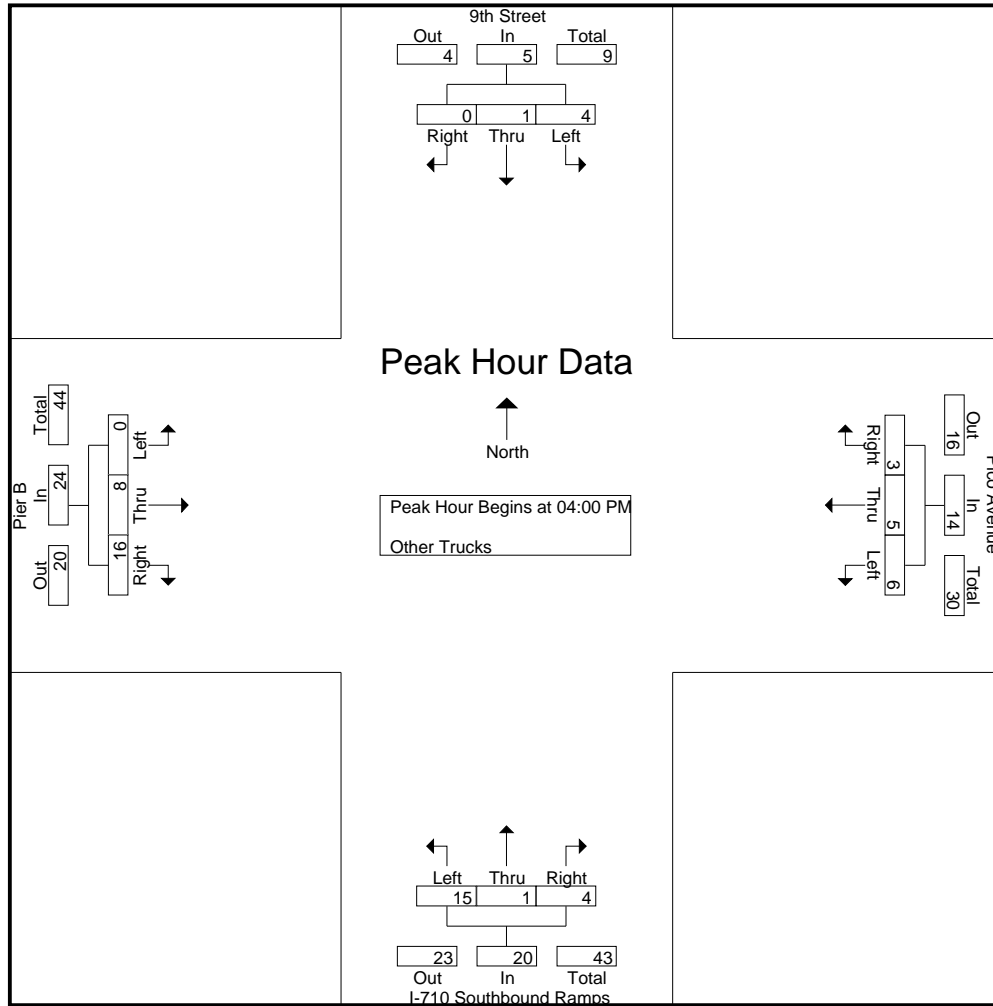
Groups Printed- Other Trucks

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6	15
04:15 PM	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10	20
04:30 PM	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3	14
04:45 PM	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5	14
Total	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24	63
05:00 PM	0	0	0	0	1	0	1	2	6	0	0	6	0	2	4	6	14
05:15 PM	1	0	0	1	0	3	3	6	6	0	1	7	0	1	1	2	16
05:30 PM	0	0	0	0	0	1	0	1	3	0	2	5	0	0	4	4	10
05:45 PM	0	0	0	0	2	0	0	2	4	0	0	4	0	3	2	5	11
Total	1	0	0	1	3	4	4	11	19	0	3	22	0	6	11	17	51
Grand Total	5	1	0	6	9	9	7	25	34	1	7	42	0	14	27	41	114
Apprch %	83.3	16.7	0		36	36	28		81	2.4	16.7		0	34.1	65.9		
Total %	4.4	0.9	0	5.3	7.9	7.9	6.1	21.9	29.8	0.9	6.1	36.8	0	12.3	23.7	36	

Start Time	9th Street Southbound				Pico Avenue Westbound				I-710 Southbound Ramps Northbound				Pier B Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6	15
04:15 PM	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10	20
04:30 PM	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3	14
04:45 PM	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5	14
Total Volume	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24	63
% App. Total	80	20	0		42.9	35.7	21.4		75	5	20		0	33.3	66.7		
PHF	.500	.250	.000	.625	.750	.417	.375	.700	.750	.250	.500	.833	.000	.500	.667	.600	.788

City of Long Beach
 N/S: 9th Street/I-710 SB Ramps
 E/W: Pico Avenue/Pier B
 Weather: Sunny

File Name : LBC9PIPM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	2	0	0	2	1	1	0	2	3	0	2	5	0	2	4	6
+15 mins.	1	0	0	1	2	3	0	5	3	0	1	4	0	4	6	10
+30 mins.	1	1	0	2	2	1	1	4	4	1	0	5	0	0	3	3
+45 mins.	0	0	0	0	1	0	2	3	5	0	1	6	0	2	3	5
Total Volume	4	1	0	5	6	5	3	14	15	1	4	20	0	8	16	24
% App. Total	80	20	0		42.9	35.7	21.4		75	5	20		0	33.3	66.7	
PHF	.500	.250	.000	.625	.750	.417	.375	.700	.750	.250	.500	.833	.000	.500	.667	.600

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

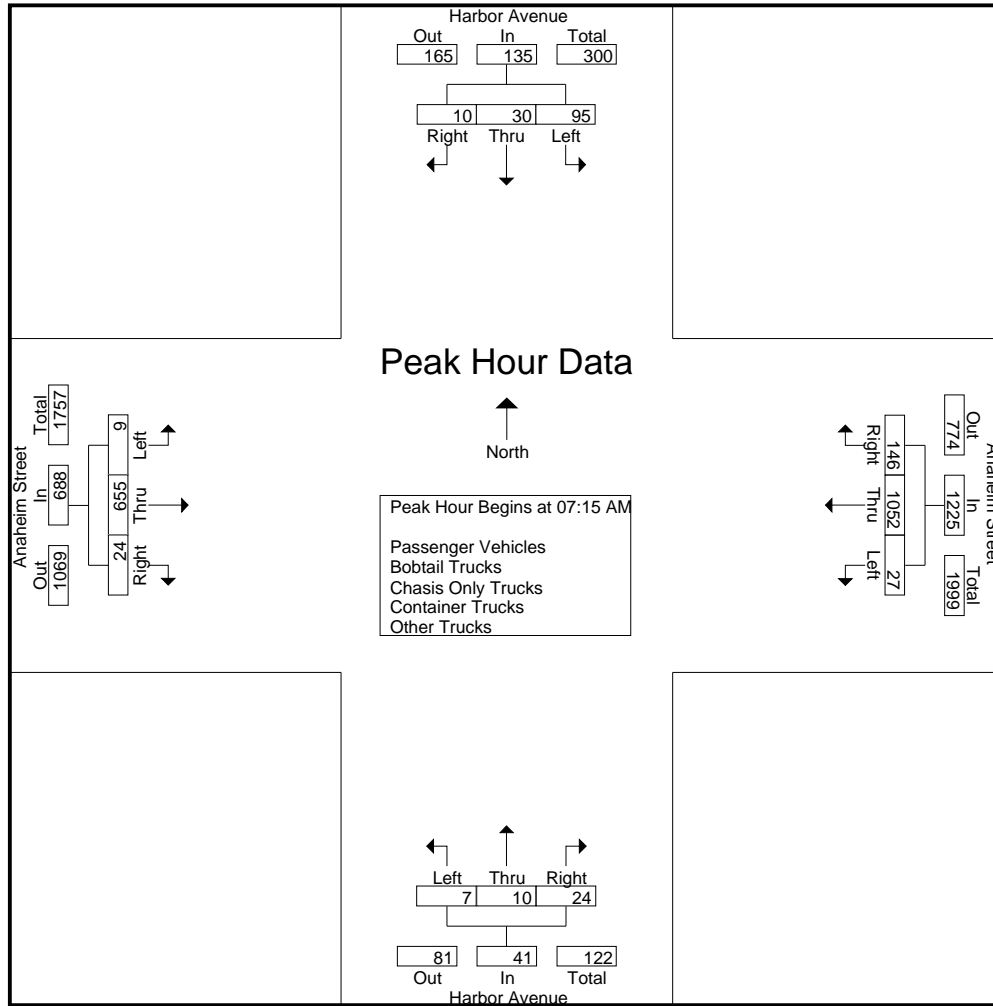
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	4	3	21	2	194	28	224	1	6	4	11	2	132	2	136	392
07:15 AM	12	7	1	20	5	298	30	333	1	2	3	6	3	111	9	123	482
07:30 AM	51	6	5	62	9	273	33	315	2	4	1	7	1	188	3	192	576
07:45 AM	23	9	2	34	10	244	38	292	1	2	9	12	3	198	6	207	545
Total	100	26	11	137	26	1009	129	1164	5	14	17	36	9	629	20	658	1995
08:00 AM	9	8	2	19	3	237	45	285	3	2	11	16	2	158	6	166	486
08:15 AM	8	3	0	11	12	200	24	236	3	5	11	19	1	146	2	149	415
08:30 AM	12	3	5	20	11	178	24	213	3	4	14	21	5	172	4	181	435
08:45 AM	14	4	1	19	6	186	26	218	5	3	11	19	2	136	4	142	398
Total	43	18	8	69	32	801	119	952	14	14	47	75	10	612	16	638	1734
Grand Total	143	44	19	206	58	1810	248	2116	19	28	64	111	19	1241	36	1296	3729
Apprch %	69.4	21.4	9.2		2.7	85.5	11.7		17.1	25.2	57.7		1.5	95.8	2.8		
Total %	3.8	1.2	0.5	5.5	1.6	48.5	6.7	56.7	0.5	0.8	1.7	3	0.5	33.3	1	34.8	
Passenger Vehicles	102	41	14	157	51	1611	215	1877	16	25	45	86	12	829	29	870	2990
% Passenger Vehicles	71.3	93.2	73.7	76.2	87.9	89	86.7	88.7	84.2	89.3	70.3	77.5	63.2	66.8	80.6	67.1	80.2
Bobtail Trucks	28	1	1	30	5	40	16	61	1	0	1	2	5	101	5	111	204
% Bobtail Trucks	19.6	2.3	5.3	14.6	8.6	2.2	6.5	2.9	5.3	0	1.6	1.8	26.3	8.1	13.9	8.6	5.5
Chasis Only Trucks	1	0	1	2	0	15	2	17	0	1	1	2	0	26	1	27	48
% Chasis Only Trucks	0.7	0	5.3	1	0	0.8	0.8	0.8	0	3.6	1.6	1.8	0	2.1	2.8	2.1	1.3
Container Trucks	8	0	2	10	0	52	8	60	1	1	15	17	1	200	0	201	288
% Container Trucks	5.6	0	10.5	4.9	0	2.9	3.2	2.8	5.3	3.6	23.4	15.3	5.3	16.1	0	15.5	7.7
Other Trucks	4	2	1	7	2	92	7	101	1	1	2	4	1	85	1	87	199
% Other Trucks	2.8	4.5	5.3	3.4	3.4	5.1	2.8	4.8	5.3	3.6	3.1	3.6	5.3	6.8	2.8	6.7	5.3

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	7	1	20	5	298	30	333	1	2	3	6	3	111	9	123	482
07:30 AM	51	6	5	62	9	273	33	315	2	4	1	7	1	188	3	192	576
07:45 AM	23	9	2	34	10	244	38	292	1	2	9	12	3	198	6	207	545
08:00 AM	9	8	2	19	3	237	45	285	3	2	11	16	2	158	6	166	486
Total Volume	95	30	10	135	27	1052	146	1225	7	10	24	41	9	655	24	688	2089
% App. Total	70.4	22.2	7.4		2.2	85.9	11.9		17.1	24.4	58.5		1.3	95.2	3.5		
PHF	.466	.833	.500	.544	.675	.883	.811	.920	.583	.625	.545	.641	.750	.827	.667	.831	.907

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	14	4	3	21	5	298	30	333	3	2	11	16	1	188	3	192
+15 mins.	12	7	1	20	9	273	33	315	3	5	11	19	3	198	6	207
+30 mins.	51	6	5	62	10	244	38	292	3	4	14	21	2	158	6	166
+45 mins.	23	9	2	34	3	237	45	285	5	3	11	19	1	146	2	149
Total Volume	100	26	11	137	27	1052	146	1225	14	14	47	75	7	690	17	714
% App. Total	73	19	8		2.2	85.9	11.9		18.7	18.7	62.7		1	96.6	2.4	
PHF	.490	.722	.550	.552	.675	.883	.811	.920	.700	.700	.839	.893	.583	.871	.708	.862

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

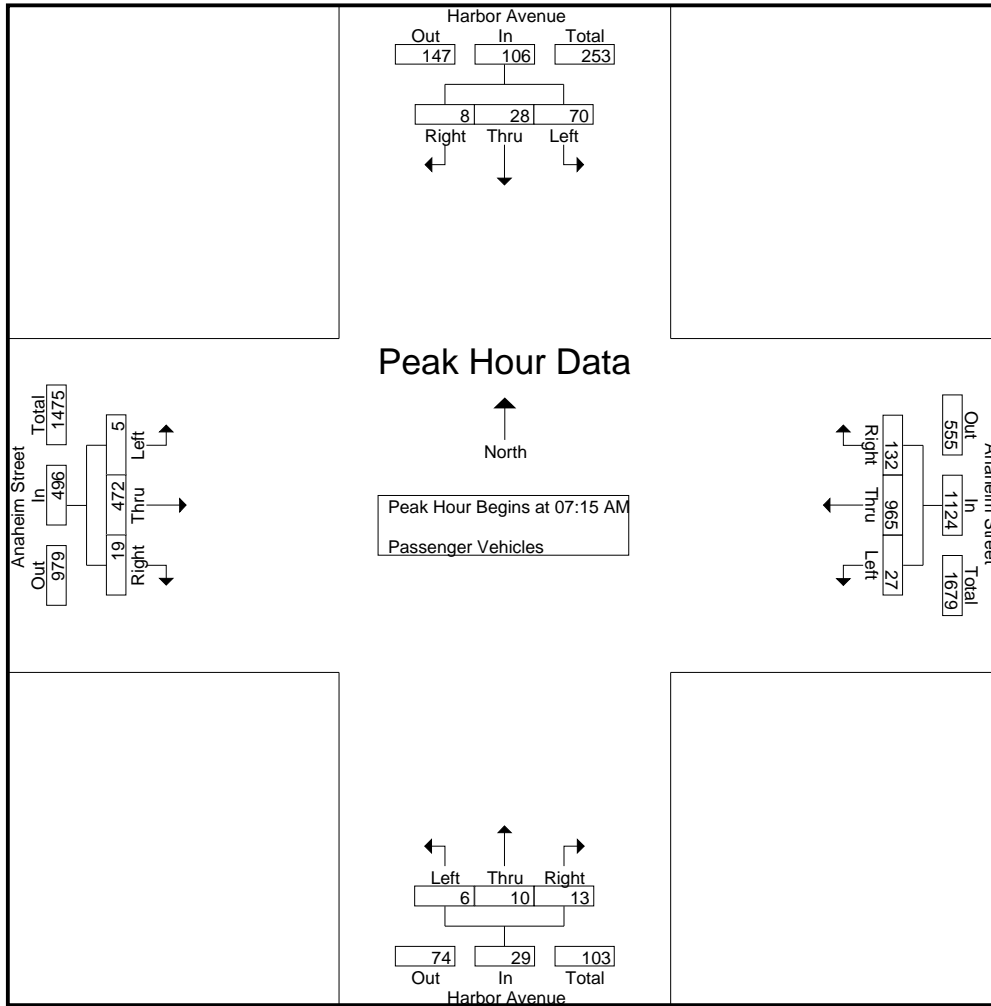
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	4	3	12	2	184	24	210	1	5	4	10	2	94	1	97	329
07:15 AM	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84	410
07:30 AM	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144	490
07:45 AM	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149	459
Total	67	24	10	101	26	942	116	1084	5	13	11	29	5	453	16	474	1688
08:00 AM	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119	396
08:15 AM	6	3	0	9	10	170	22	202	3	5	11	19	0	95	2	97	327
08:30 AM	9	3	3	15	8	143	19	170	2	3	8	13	3	94	4	101	299
08:45 AM	12	3	0	15	4	149	18	171	4	2	9	15	2	74	3	79	280
Total	35	17	4	56	25	669	99	793	11	12	34	57	7	376	13	396	1302
Grand Total	102	41	14	157	51	1611	215	1877	16	25	45	86	12	829	29	870	2990
Apprch %	65	26.1	8.9		2.7	85.8	11.5		18.6	29.1	52.3		1.4	95.3	3.3		
Total %	3.4	1.4	0.5	5.3	1.7	53.9	7.2	62.8	0.5	0.8	1.5	2.9	0.4	27.7	1	29.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84	410
07:30 AM	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144	490
07:45 AM	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149	459
08:00 AM	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119	396
Total Volume	70	28	8	106	27	965	132	1124	6	10	13	29	5	472	19	496	1755
% App. Total	66	26.4	7.5		2.4	85.9	11.7		20.7	34.5	44.8		1	95.2	3.8		
PHF	.449	.778	.500	.541	.675	.874	.825	.915	.750	.625	.542	.725	.625	.825	.594	.832	.895

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	7	5	1	13	5	276	26	307	1	2	3	6	1	75	8	84
+15 mins.	39	6	4	49	9	252	30	291	2	4	0	6	1	141	2	144
+30 mins.	16	9	2	27	10	230	36	276	1	2	4	7	1	143	5	149
+45 mins.	8	8	1	17	3	207	40	250	2	2	6	10	2	113	4	119
Total Volume	70	28	8	106	27	965	132	1124	6	10	13	29	5	472	19	496
% App. Total	66	26.4	7.5		2.4	85.9	11.7		20.7	34.5	44.8		1	95.2	3.8	
PHF	.449	.778	.500	.541	.675	.874	.825	.915	.750	.625	.542	.725	.625	.825	.594	.832

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

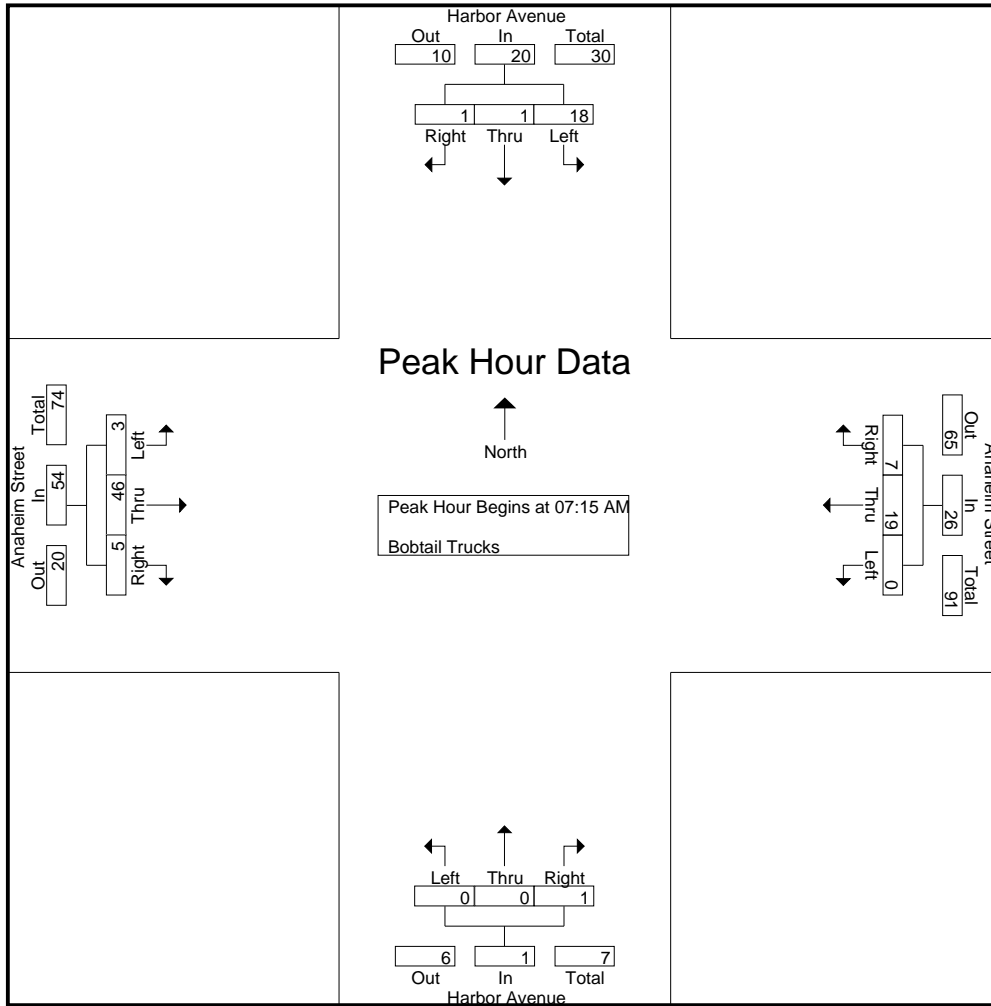
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	0	0	7	0	1	2	3	0	0	0	0	0	2	0	2	12
07:15 AM	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7	17
07:30 AM	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12	29
07:45 AM	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17	25
Total	24	1	1	26	0	11	8	19	0	0	0	0	3	32	3	38	83
08:00 AM	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18	30
08:15 AM	0	0	0	0	2	5	0	7	0	0	0	0	0	11	0	11	18
08:30 AM	2	0	0	2	2	10	2	14	1	0	0	1	2	23	0	25	42
08:45 AM	1	0	0	1	1	5	5	11	0	0	0	0	0	19	0	19	31
Total	4	0	0	4	5	29	8	42	1	0	1	2	2	69	2	73	121
Grand Total	28	1	1	30	5	40	16	61	1	0	1	2	5	101	5	111	204
Apprch %	93.3	3.3	3.3		8.2	65.6	26.2		50	0	50		4.5	91	4.5		
Total %	13.7	0.5	0.5	14.7	2.5	19.6	7.8	29.9	0.5	0	0.5	1	2.5	49.5	2.5	54.4	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7	17
07:30 AM	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12	29
07:45 AM	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17	25
08:00 AM	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18	30
Total Volume	18	1	1	20	0	19	7	26	0	0	1	1	3	46	5	54	101
% App. Total	90	5	5		0	73.1	26.9		0	0	100		5.6	85.2	9.3		
PHF	.409	.250	.250	.417	.000	.528	.583	.650	.000	.000	.250	.250	.375	.719	.625	.750	.842

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	1	0	4	0	3	3	6	0	0	0	0	1	5	1	7
+15 mins.	11	0	1	12	0	3	2	5	0	0	0	0	0	11	1	12
+30 mins.	3	0	0	3	0	4	1	5	0	0	0	0	2	14	1	17
+45 mins.	1	0	0	1	0	9	1	10	0	0	1	1	0	16	2	18
Total Volume	18	1	1	20	0	19	7	26	0	0	1	1	3	46	5	54
% App. Total	90	5	5		0	73.1	26.9		0	0	100		5.6	85.2	9.3	
PHF	.409	.250	.250	.417	.000	.528	.583	.650	.000	.000	.250	.250	.375	.719	.625	.750

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

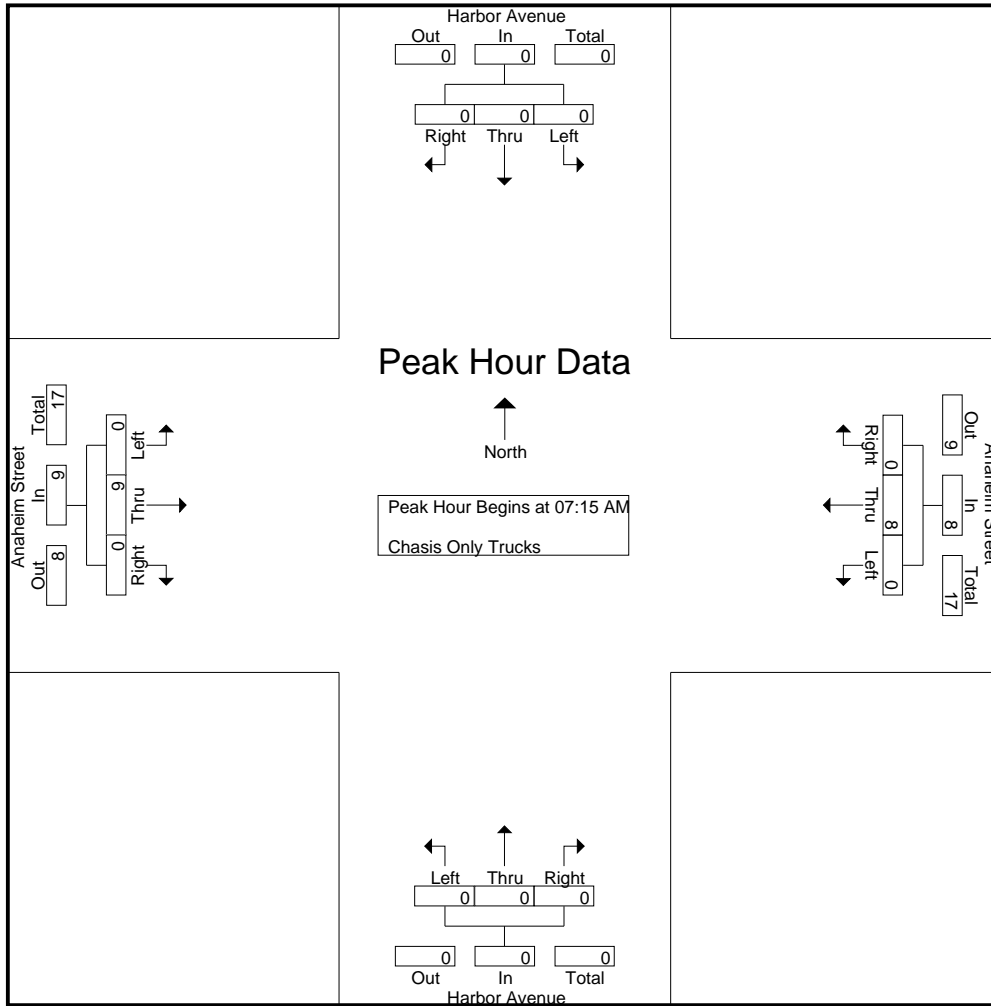
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	1	3	5
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	8	0	8	0	1	0	1	0	9	1	10	19
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	7	0	7	9
08:30 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	4	0	4	8
08:45 AM	1	0	0	1	0	3	0	3	0	0	1	1	0	4	0	4	9
Total	1	0	1	2	0	7	2	9	0	0	1	1	0	17	0	17	29
Grand Total	1	0	1	2	0	15	2	17	0	1	1	2	0	26	1	27	48
Apprch %	50	0	50		0	88.2	11.8		0	50	50		0	96.3	3.7		
Total %	2.1	0	2.1	4.2	0	31.2	4.2	35.4	0	2.1	2.1	4.2	0	54.2	2.1	56.2	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9	17
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.607

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	8	0	8	0	0	0	0	0	9	0	9
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 1

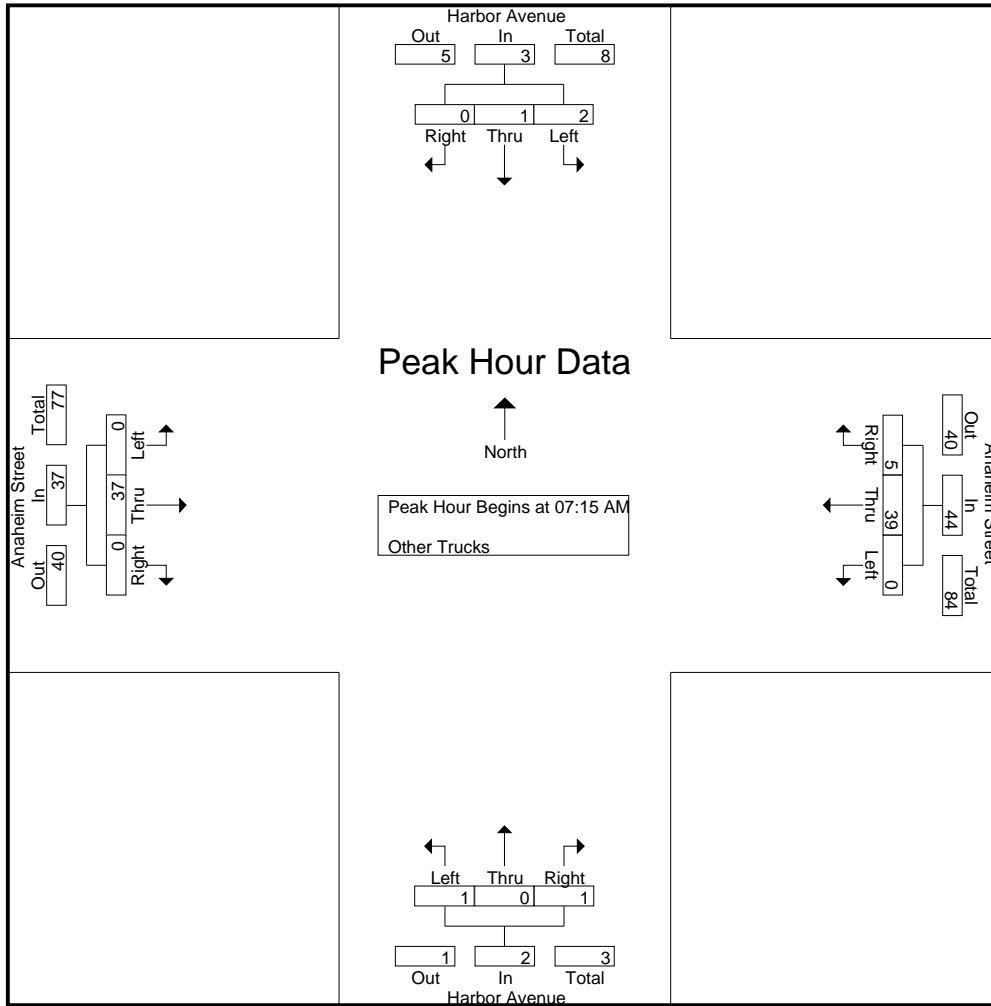
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	0	7	0	0	0	0	0	10	0	10	18
07:15 AM	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9	21
07:30 AM	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8	18
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13	21
Total	3	1	0	4	0	31	2	33	0	0	1	1	0	40	0	40	78
08:00 AM	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7	26
08:15 AM	0	0	0	0	0	15	0	15	0	0	0	0	1	10	0	11	26
08:30 AM	1	0	1	2	1	15	1	17	0	1	1	2	0	15	0	15	36
08:45 AM	0	1	0	1	1	16	1	18	0	0	0	0	0	13	1	14	33
Total	1	1	1	3	2	61	5	68	1	1	1	3	1	45	1	47	121
Grand Total	4	2	1	7	2	92	7	101	1	1	2	4	1	85	1	87	199
Apprch %	57.1	28.6	14.3		2	91.1	6.9		25	25	50		1.1	97.7	1.1		
Total %	2	1	0.5	3.5	1	46.2	3.5	50.8	0.5	0.5	1	2	0.5	42.7	0.5	43.7	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9	21
07:30 AM	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8	18
07:45 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13	21
08:00 AM	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7	26
Total Volume	2	1	0	3	0	39	5	44	1	0	1	2	0	37	0	37	86
% App. Total	66.7	33.3	0		0	88.6	11.4		50	0	50		0	100	0		
PHF	.500	.250	.000	.375	.000	.650	.417	.611	.250	.000	.250	.500	.000	.712	.000	.712	.827

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANAM
 Site Code : 00000155
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	1	0	2	0	9	1	10	0	0	0	0	0	9	0	9
+15 mins.	1	0	0	1	0	7	1	8	0	0	1	1	0	8	0	8
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	13	0	13
+45 mins.	0	0	0	0	0	15	3	18	1	0	0	1	0	7	0	7
Total Volume	2	1	0	3	0	39	5	44	1	0	1	2	0	37	0	37
% App. Total	66.7	33.3	0		0	88.6	11.4		50	0	50		0	100	0	
PHF	.500	.250	.000	.375	.000	.650	.417	.611	.250	.000	.250	.500	.000	.712	.000	.712

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

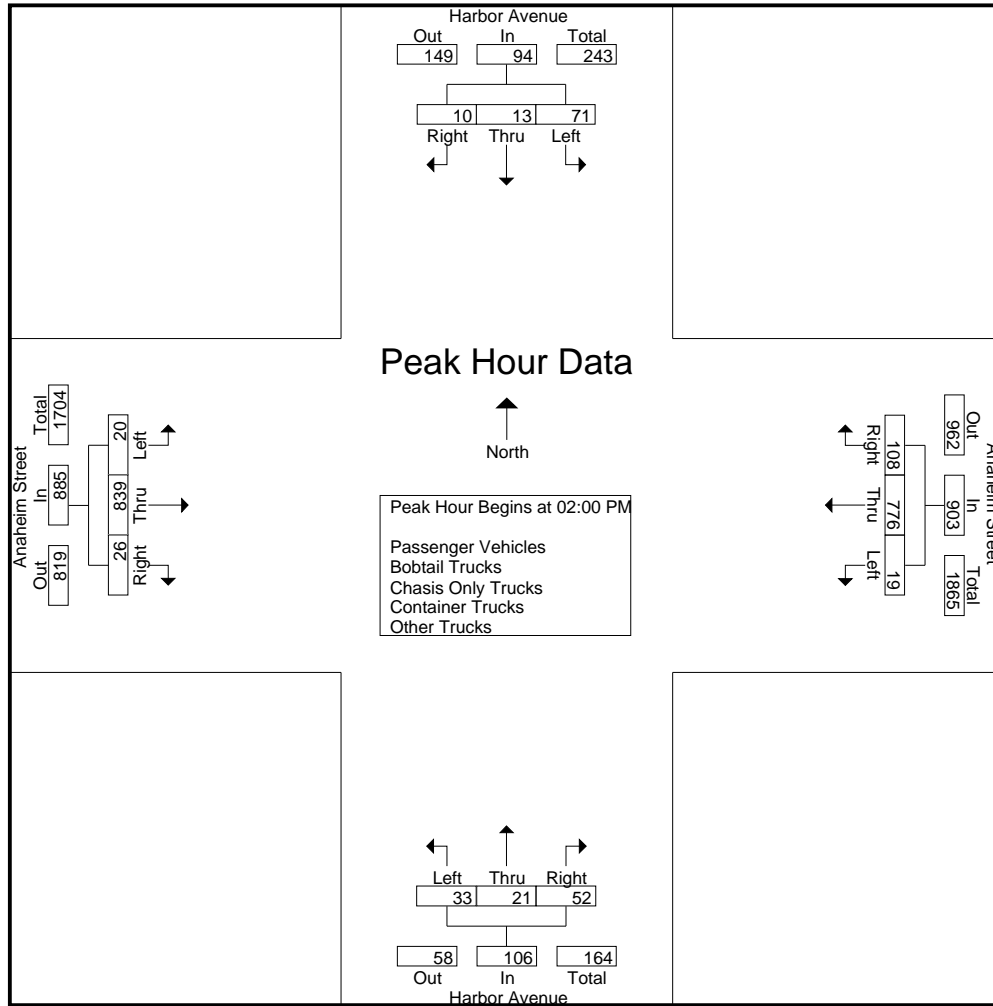
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	14	5	1	20	6	187	34	227	4	2	18	24	5	194	9	208	479
01:15 PM	15	6	3	24	8	198	38	244	8	3	15	26	2	179	9	190	484
01:30 PM	17	6	2	25	11	199	29	239	7	2	17	26	3	192	7	202	492
01:45 PM	16	1	5	22	7	205	28	240	3	3	9	15	3	185	5	193	470
Total	62	18	11	91	32	789	129	950	22	10	59	91	13	750	30	793	1925
02:00 PM	14	4	1	19	7	191	30	228	10	3	12	25	6	203	6	215	487
02:15 PM	22	4	3	29	5	214	33	252	8	10	13	31	6	190	8	204	516
02:30 PM	17	1	1	19	4	187	24	215	7	4	15	26	3	218	6	227	487
02:45 PM	18	4	5	27	3	184	21	208	8	4	12	24	5	228	6	239	498
Total	71	13	10	94	19	776	108	903	33	21	52	106	20	839	26	885	1988
Grand Total	133	31	21	185	51	1565	237	1853	55	31	111	197	33	1589	56	1678	3913
Apprch %	71.9	16.8	11.4		2.8	84.5	12.8		27.9	15.7	56.3		2	94.7	3.3		
Total %	3.4	0.8	0.5	4.7	1.3	40	6.1	47.4	1.4	0.8	2.8	5	0.8	40.6	1.4	42.9	
Passenger Vehicles	114	25	17	156	41	1165	162	1368	32	25	88	145	15	1155	46	1216	2885
% Passenger Vehicles	85.7	80.6	81	84.3	80.4	74.4	68.4	73.8	58.2	80.6	79.3	73.6	45.5	72.7	82.1	72.5	73.7
Bobtail Trucks	7	3	1	11	9	128	34	171	18	2	0	20	10	102	9	121	323
% Bobtail Trucks	5.3	9.7	4.8	5.9	17.6	8.2	14.3	9.2	32.7	6.5	0	10.2	30.3	6.4	16.1	7.2	8.3
Chasis Only Trucks	0	0	0	0	0	17	1	18	0	0	0	0	1	23	1	25	43
% Chasis Only Trucks	0	0	0	0	0	1.1	0.4	1	0	0	0	0	3	1.4	1.8	1.5	1.1
Container Trucks	10	0	3	13	0	123	28	151	1	2	18	21	3	179	0	182	367
% Container Trucks	7.5	0	14.3	7	0	7.9	11.8	8.1	1.8	6.5	16.2	10.7	9.1	11.3	0	10.8	9.4
Other Trucks	2	3	0	5	1	132	12	145	4	2	5	11	4	130	0	134	295
% Other Trucks	1.5	9.7	0	2.7	2	8.4	5.1	7.8	7.3	6.5	4.5	5.6	12.1	8.2	0	8	7.5

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	14	4	1	19	7	191	30	228	10	3	12	25	6	203	6	215	487
02:15 PM	22	4	3	29	5	214	33	252	8	10	13	31	6	190	8	204	516
02:30 PM	17	1	1	19	4	187	24	215	7	4	15	26	3	218	6	227	487
02:45 PM	18	4	5	27	3	184	21	208	8	4	12	24	5	228	6	239	498
Total Volume	71	13	10	94	19	776	108	903	33	21	52	106	20	839	26	885	1988
% App. Total	75.5	13.8	10.6		2.1	85.9	12		31.1	19.8	49.1		2.3	94.8	2.9		
PHF	.807	.813	.500	.810	.679	.907	.818	.896	.825	.525	.867	.855	.833	.920	.813	.926	.963

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				02:00 PM				02:00 PM			
+0 mins.	17	6	2	25	11	199	29	239	10	3	12	25	6	203	6	215
+15 mins.	16	1	5	22	7	205	28	240	8	10	13	31	6	190	8	204
+30 mins.	14	4	1	19	7	191	30	228	7	4	15	26	3	218	6	227
+45 mins.	22	4	3	29	5	214	33	252	8	4	12	24	5	228	6	239
Total Volume	69	15	11	95	30	809	120	959	33	21	52	106	20	839	26	885
% App. Total	72.6	15.8	11.6		3.1	84.4	12.5		31.1	19.8	49.1		2.3	94.8	2.9	
PHF	.784	.625	.550	.819	.682	.945	.909	.951	.825	.525	.867	.855	.833	.920	.813	.926

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

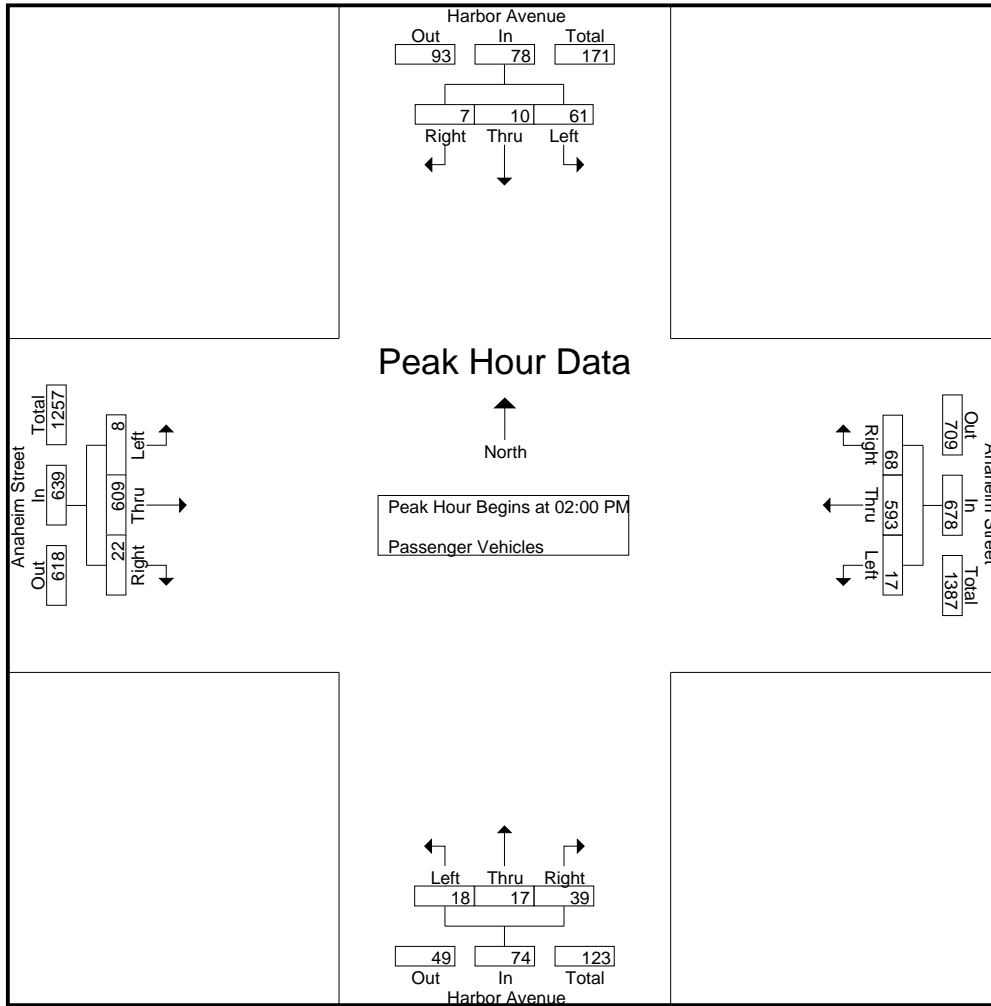
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	12	4	0	16	6	150	24	180	2	2	16	20	2	140	7	149	365
01:15 PM	14	6	3	23	6	145	28	179	6	2	13	21	2	128	7	137	360
01:30 PM	14	5	2	21	9	141	20	170	4	2	13	19	1	141	6	148	358
01:45 PM	13	0	5	18	3	136	22	161	2	2	7	11	2	137	4	143	333
Total	53	15	10	78	24	572	94	690	14	8	49	71	7	546	24	577	1416
02:00 PM	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158	363
02:15 PM	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142	384
02:30 PM	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159	349
02:45 PM	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180	373
Total	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639	1469
Grand Total	114	25	17	156	41	1165	162	1368	32	25	88	145	15	1155	46	1216	2885
Apprch %	73.1	16	10.9		3	85.2	11.8		22.1	17.2	60.7		1.2	95	3.8		
Total %	4	0.9	0.6	5.4	1.4	40.4	5.6	47.4	1.1	0.9	3.1	5	0.5	40	1.6	42.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158	363
02:15 PM	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142	384
02:30 PM	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159	349
02:45 PM	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180	373
Total Volume	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639	1469
% App. Total	78.2	12.8	9		2.5	87.5	10		24.3	23	52.7		1.3	95.3	3.4		
PHF	.803	.625	.583	.813	.850	.882	.739	.865	.900	.531	.813	.841	.667	.890	.917	.888	.956

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	13	4	1	18	5	144	23	172	5	3	7	15	2	150	6	158
+15 mins.	19	2	3	24	5	168	23	196	4	8	10	22	2	134	6	142
+30 mins.	15	1	0	16	4	143	8	155	4	3	12	19	1	154	4	159
+45 mins.	14	3	3	20	3	138	14	155	5	3	10	18	3	171	6	180
Total Volume	61	10	7	78	17	593	68	678	18	17	39	74	8	609	22	639
% App. Total	78.2	12.8	9		2.5	87.5	10		24.3	23	52.7		1.3	95.3	3.4	
PHF	.803	.625	.583	.813	.850	.882	.739	.865	.900	.531	.813	.841	.667	.890	.917	.888

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

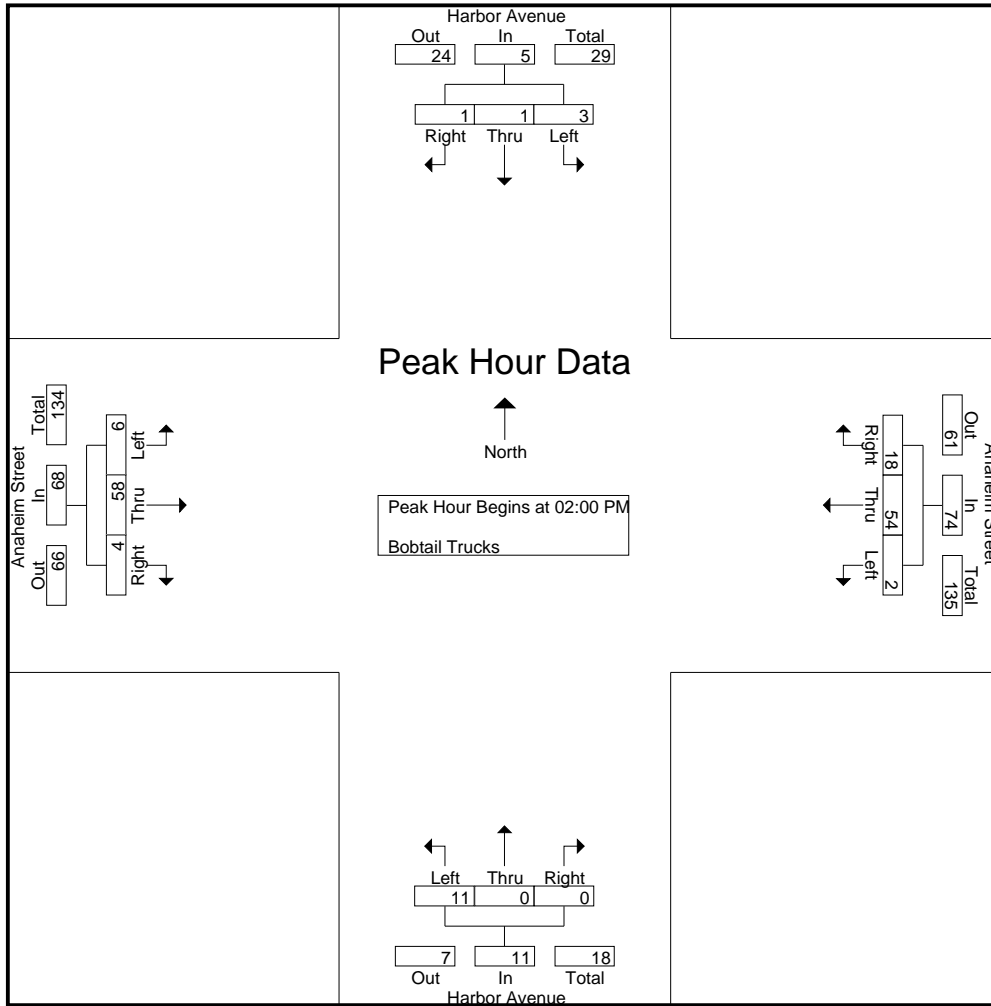
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	7	2	9	1	0	0	1	2	6	2	10	20
01:15 PM	0	0	0	0	2	20	7	29	2	1	0	3	0	10	2	12	44
01:30 PM	2	1	0	3	2	15	5	22	3	0	0	3	1	15	1	17	45
01:45 PM	2	1	0	3	3	32	2	37	1	1	0	2	1	13	0	14	56
Total	4	2	0	6	7	74	16	97	7	2	0	9	4	44	5	53	165
02:00 PM	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13	35
02:15 PM	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21	44
02:30 PM	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17	41
02:45 PM	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17	38
Total	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68	158
Grand Total	7	3	1	11	9	128	34	171	18	2	0	20	10	102	9	121	323
Apprch %	63.6	27.3	9.1		5.3	74.9	19.9		90	10	0		8.3	84.3	7.4		
Total %	2.2	0.9	0.3	3.4	2.8	39.6	10.5	52.9	5.6	0.6	0	6.2	3.1	31.6	2.8	37.5	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13	35
02:15 PM	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21	44
02:30 PM	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17	41
02:45 PM	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17	38
Total Volume	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68	158
% App. Total	60	20	20		2.7	73	24.3		100	0	0		8.8	85.3	5.9		
PHF	.250	.250	.250	.250	.250	.844	.643	.841	.688	.000	.000	.688	.500	.906	.500	.810	.898

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	2	13	3	18	4	0	0	4	2	11	0	13
+15 mins.	0	0	0	0	0	16	4	20	3	0	0	3	3	16	2	21
+30 mins.	0	0	0	0	0	15	7	22	2	0	0	2	0	15	2	17
+45 mins.	3	1	1	5	0	10	4	14	2	0	0	2	1	16	0	17
Total Volume	3	1	1	5	2	54	18	74	11	0	0	11	6	58	4	68
% App. Total	60	20	20		2.7	73	24.3		100	0	0		8.8	85.3	5.9	
PHF	.250	.250	.250	.250	.250	.844	.643	.841	.688	.000	.000	.688	.500	.906	.500	.810

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

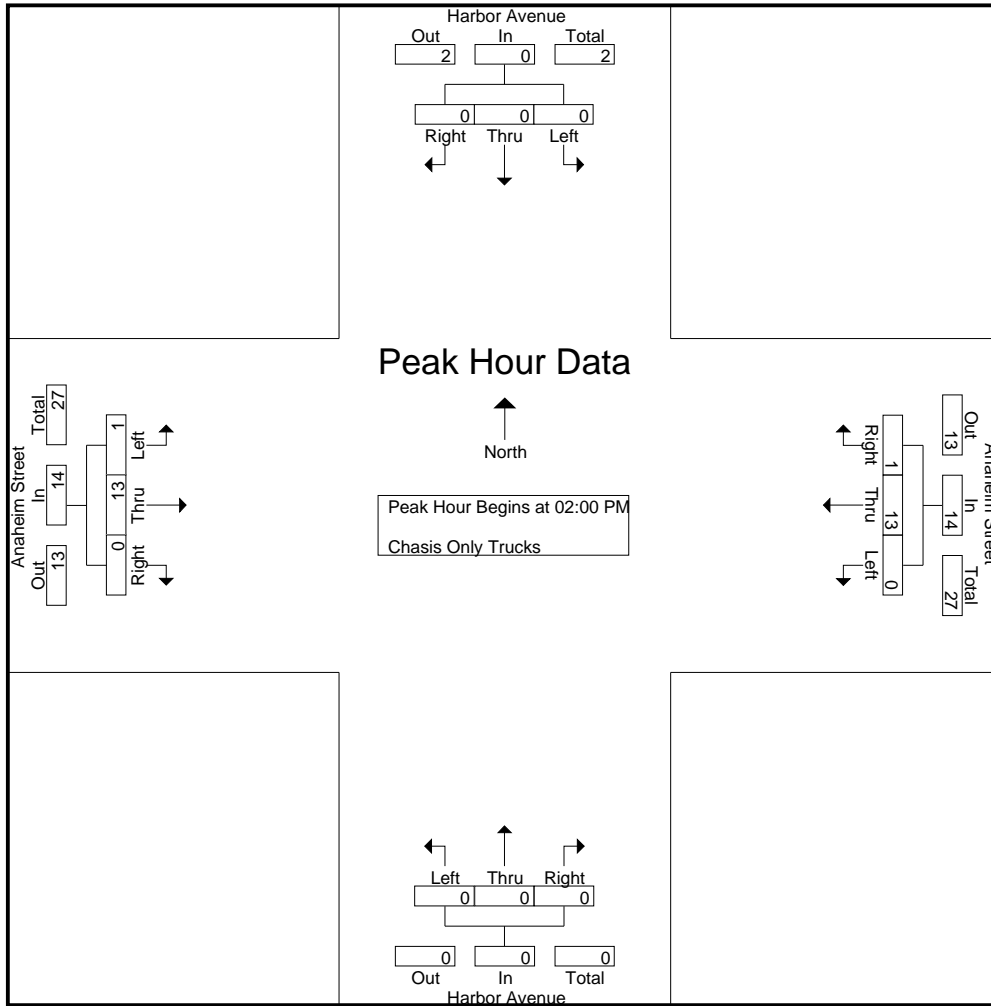
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	10	1	11	15
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
02:45 PM	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2	12
Total	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14	28
Grand Total	0	0	0	0	0	17	1	18	0	0	0	0	1	23	1	25	43
Apprch %	0	0	0		0	94.4	5.6		0	0	0		4	92	4		
Total %	0	0	0		0	39.5	2.3	41.9	0	0	0		2.3	53.5	2.3	58.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
02:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10	11
02:45 PM	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2	12
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14	28
% App. Total	0	0	0		0	92.9	7.1		0	0	0		7.1	92.9	0		
PHF	.000	.000	.000	.000	.000	.325	.250	.350	.000	.000	.000	.000	.250	.325	.000	.350	.583

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	10	0	10
+45 mins.	0	0	0	0	0	10	0	10	0	0	0	0	1	1	0	2
Total Volume	0	0	0	0	0	13	1	14	0	0	0	0	1	13	0	14
% App. Total	0	0	0	0	0	92.9	7.1		0	0	0	0	7.1	92.9	0	
PHF	.000	.000	.000	.000	.000	.325	.250	.350	.000	.000	.000	.000	.250	.325	.000	.350

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

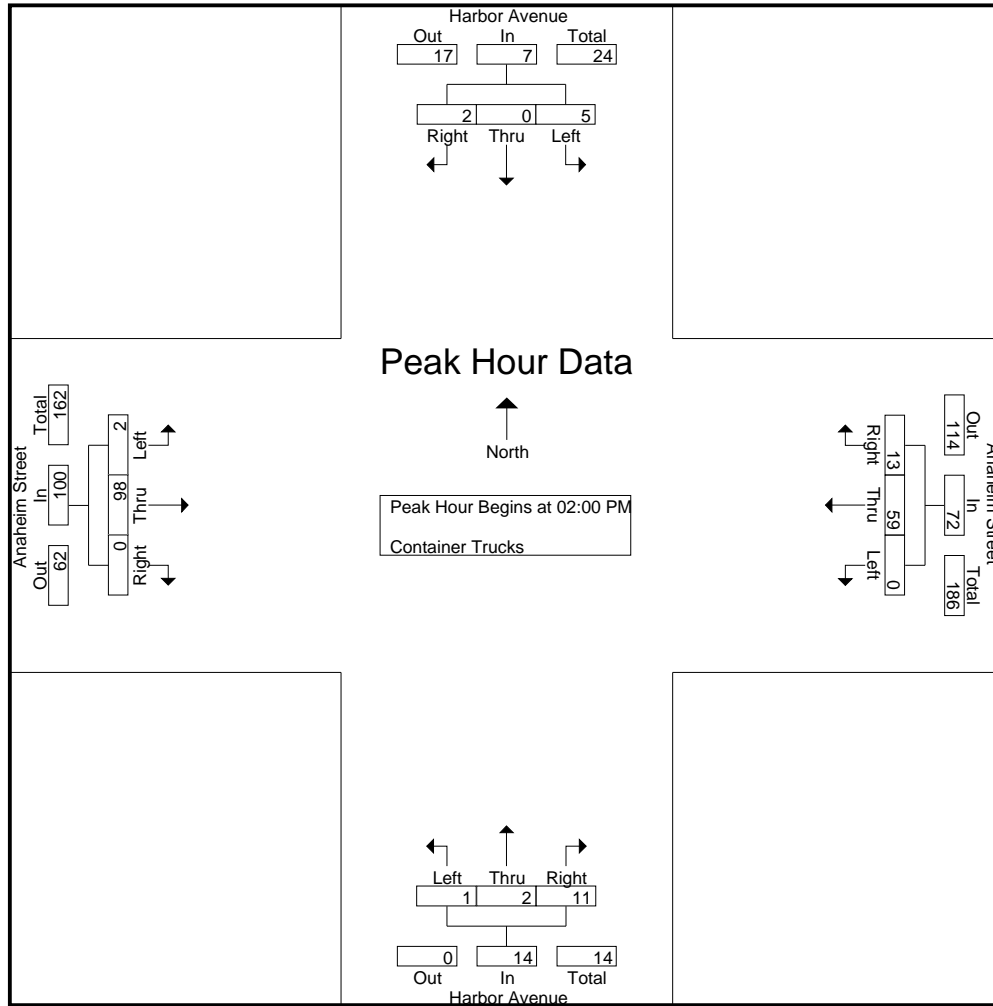
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	0	1	3	0	11	6	17	0	0	1	1	0	25	0	25	46
01:15 PM	1	0	0	1	0	11	2	13	0	0	2	2	0	25	0	25	41
01:30 PM	1	0	0	1	0	19	4	23	0	0	3	3	1	16	0	17	44
01:45 PM	1	0	0	1	0	23	3	26	0	0	1	1	0	15	0	15	43
Total	5	0	1	6	0	64	15	79	0	0	7	7	1	81	0	82	174
02:00 PM	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30	58
02:15 PM	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24	50
02:30 PM	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22	41
02:45 PM	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24	44
Total	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100	193
Grand Total	10	0	3	13	0	123	28	151	1	2	18	21	3	179	0	182	367
Apprch %	76.9	0	23.1		0	81.5	18.5		4.8	9.5	85.7		1.6	98.4	0		
Total %	2.7	0	0.8	3.5	0	33.5	7.6	41.1	0.3	0.5	4.9	5.7	0.8	48.8	0	49.6	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30	58
02:15 PM	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24	50
02:30 PM	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22	41
02:45 PM	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24	44
Total Volume	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100	193
% App. Total	71.4	0	28.6		0	81.9	18.1		7.1	14.3	78.6		2	98	0		
PHF	.625	.000	.500	.875	.000	.738	.542	.783	.250	.500	.688	.875	.500	.845	.000	.833	.832

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	20	3	23	0	0	4	4	1	29	0	30
+15 mins.	2	0	0	2	0	16	4	20	0	1	3	4	0	24	0	24
+30 mins.	1	0	1	2	0	7	6	13	1	1	2	4	1	21	0	22
+45 mins.	1	0	1	2	0	16	0	16	0	0	2	2	0	24	0	24
Total Volume	5	0	2	7	0	59	13	72	1	2	11	14	2	98	0	100
% App. Total	71.4	0	28.6		0	81.9	18.1		7.1	14.3	78.6		2	98	0	
PHF	.625	.000	.500	.875	.000	.738	.542	.783	.250	.500	.688	.875	.500	.845	.000	.833

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

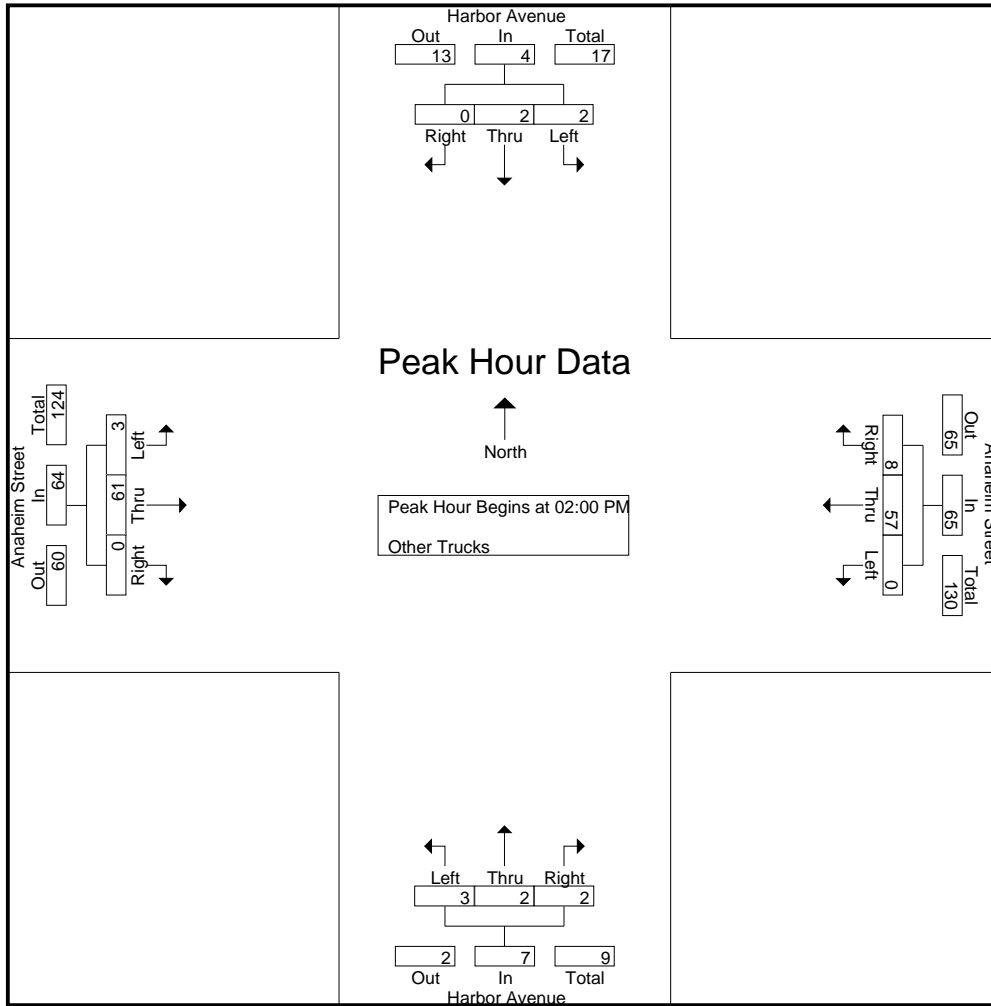
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	0	19	2	21	1	0	1	2	1	21	0	22	46
01:15 PM	0	0	0	0	0	22	1	23	0	0	0	0	0	13	0	13	36
01:30 PM	0	0	0	0	0	21	0	21	0	0	1	1	0	16	0	16	38
01:45 PM	0	0	0	0	1	13	1	15	0	0	1	1	0	19	0	19	35
Total	0	1	0	1	1	75	4	80	1	0	3	4	1	69	0	70	155
02:00 PM	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14	30
02:15 PM	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15	34
02:30 PM	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19	45
02:45 PM	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16	31
Total	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64	140
Grand Total	2	3	0	5	1	132	12	145	4	2	5	11	4	130	0	134	295
Apprch %	40	60	0		0.7	91	8.3		36.4	18.2	45.5		3	97	0		
Total %	0.7	1	0	1.7	0.3	44.7	4.1	49.2	1.4	0.7	1.7	3.7	1.4	44.1	0	45.4	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14	30
02:15 PM	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15	34
02:30 PM	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19	45
02:45 PM	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16	31
Total Volume	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64	140
% App. Total	50	50	0		0	87.7	12.3		42.9	28.6	28.6		4.7	95.3	0		
PHF	.500	.250	.000	.333	.000	.679	.667	.677	.750	.500	.500	.875	.750	.847	.000	.842	.778

City of Anaheim
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANMD
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	13	1	14	1	0	1	2	1	13	0	14
+15 mins.	1	2	0	3	0	13	1	14	1	1	0	2	1	14	0	15
+30 mins.	1	0	0	1	0	21	3	24	0	0	1	1	1	18	0	19
+45 mins.	0	0	0	0	0	10	3	13	1	1	0	2	0	16	0	16
Total Volume	2	2	0	4	0	57	8	65	3	2	2	7	3	61	0	64
% App. Total	50	50	0		0	87.7	12.3		42.9	28.6	28.6		4.7	95.3	0	
PHF	.500	.250	.000	.333	.000	.679	.667	.677	.750	.500	.500	.875	.750	.847	.000	.842

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
 Page No : 1

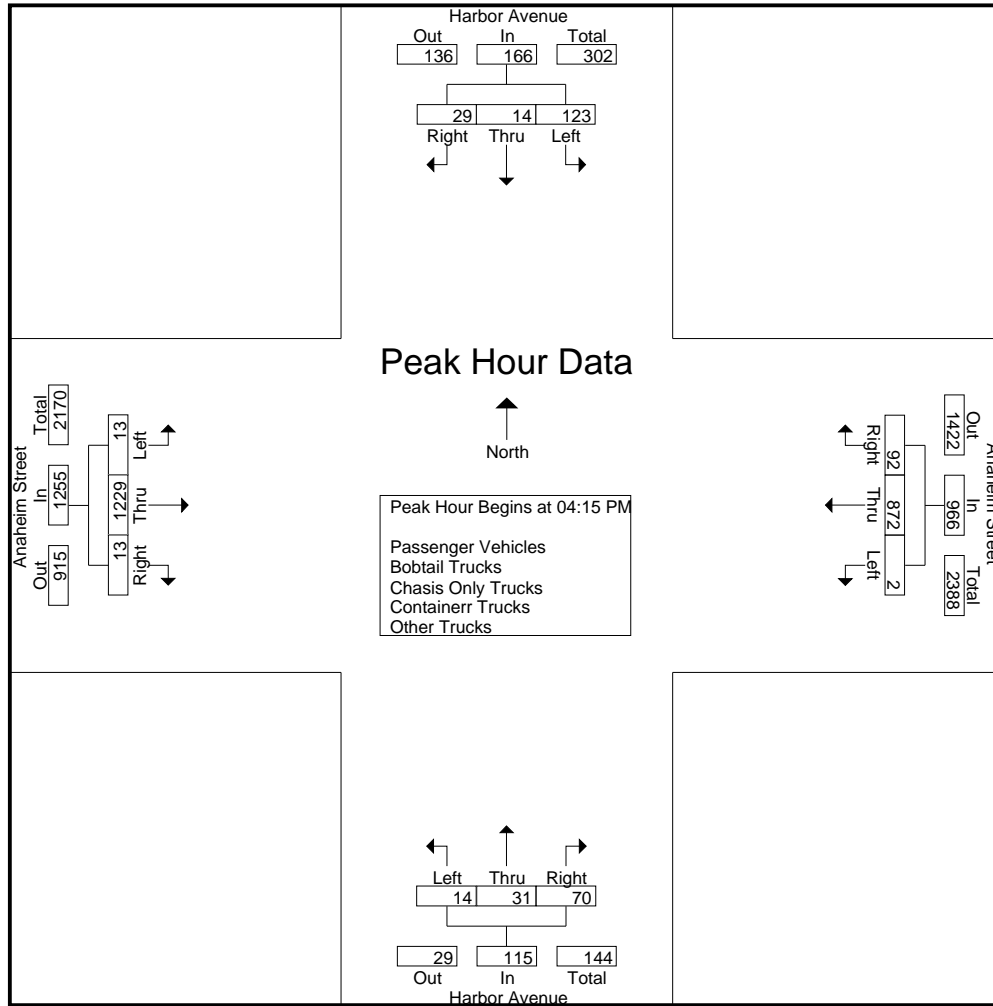
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Containerr Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	35	5	3	43	0	207	33	240	1	8	13	22	7	260	5	272	577
04:15 PM	20	4	11	35	1	247	34	282	5	7	8	20	8	251	2	261	598
04:30 PM	52	2	4	58	1	233	21	255	5	7	20	32	1	329	6	336	681
04:45 PM	25	4	9	38	0	209	19	228	2	6	20	28	2	279	2	283	577
Total	132	15	27	174	2	896	107	1005	13	28	61	102	18	1119	15	1152	2433
05:00 PM	26	4	5	35	0	183	18	201	2	11	22	35	2	370	3	375	646
05:15 PM	31	2	3	36	0	171	21	192	4	4	17	25	3	296	4	303	556
05:30 PM	28	3	3	34	0	143	29	172	2	4	7	13	1	251	1	253	472
05:45 PM	18	1	11	30	1	147	13	161	1	4	7	12	5	198	0	203	406
Total	103	10	22	135	1	644	81	726	9	23	53	85	11	1115	8	1134	2080
Grand Total	235	25	49	309	3	1540	188	1731	22	51	114	187	29	2234	23	2286	4513
Approch %	76.1	8.1	15.9		0.2	89	10.9		11.8	27.3	61		1.3	97.7	1		
Total %	5.2	0.6	1.1	6.8	0.1	34.1	4.2	38.4	0.5	1.1	2.5	4.1	0.6	49.5	0.5	50.7	
Passenger Vehicles	185	22	35	242	0	1256	131	1387	17	41	103	161	19	1892	21	1932	3722
% Passenger Vehicles	78.7	88	71.4	78.3	0	81.6	69.7	80.1	77.3	80.4	90.4	86.1	65.5	84.7	91.3	84.5	82.5
Bobtail Trucks	27	1	13	41	3	121	25	149	2	3	1	6	2	123	1	126	322
% Bobtail Trucks	11.5	4	26.5	13.3	100	7.9	13.3	8.6	9.1	5.9	0.9	3.2	6.9	5.5	4.3	5.5	7.1
Chasis Only Trucks	0	0	1	1	0	15	1	16	0	0	1	1	1	19	0	20	38
% Chasis Only Trucks	0	0	2	0.3	0	1	0.5	0.9	0	0	0.9	0.5	3.4	0.9	0	0.9	0.8
Containerr Trucks	19	2	0	21	0	93	27	120	1	2	6	9	5	152	1	158	308
% Containerr Trucks	8.1	8	0	6.8	0	6	14.4	6.9	4.5	3.9	5.3	4.8	17.2	6.8	4.3	6.9	6.8
Other Trucks	4	0	0	4	0	55	4	59	2	5	3	10	2	48	0	50	123
% Other Trucks	1.7	0	0	1.3	0	3.6	2.1	3.4	9.1	9.8	2.6	5.3	6.9	2.1	0	2.2	2.7

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	20	4	11	35	1	247	34	282	5	7	8	20	8	251	2	261	598
04:30 PM	52	2	4	58	1	233	21	255	5	7	20	32	1	329	6	336	681
04:45 PM	25	4	9	38	0	209	19	228	2	6	20	28	2	279	2	283	577
05:00 PM	26	4	5	35	0	183	18	201	2	11	22	35	2	370	3	375	646
Total Volume	123	14	29	166	2	872	92	966	14	31	70	115	13	1229	13	1255	2502
% App. Total	74.1	8.4	17.5		0.2	90.3	9.5		12.2	27	60.9		1	97.9	1		
PHF	.591	.875	.659	.716	.500	.883	.676	.856	.700	.705	.795	.821	.406	.830	.542	.837	.919

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	35	5	3	43	0	207	33	240	5	7	20	32	1	329	6	336
+15 mins.	20	4	11	35	1	247	34	282	2	6	20	28	2	279	2	283
+30 mins.	52	2	4	58	1	233	21	255	2	11	22	35	2	370	3	375
+45 mins.	25	4	9	38	0	209	19	228	4	4	17	25	3	296	4	303
Total Volume	132	15	27	174	2	896	107	1005	13	28	79	120	8	1274	15	1297
% App. Total	75.9	8.6	15.5		0.2	89.2	10.6		10.8	23.3	65.8		0.6	98.2	1.2	
PHF	.635	.750	.614	.750	.500	.907	.787	.891	.650	.636	.898	.857	.667	.861	.625	.865

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

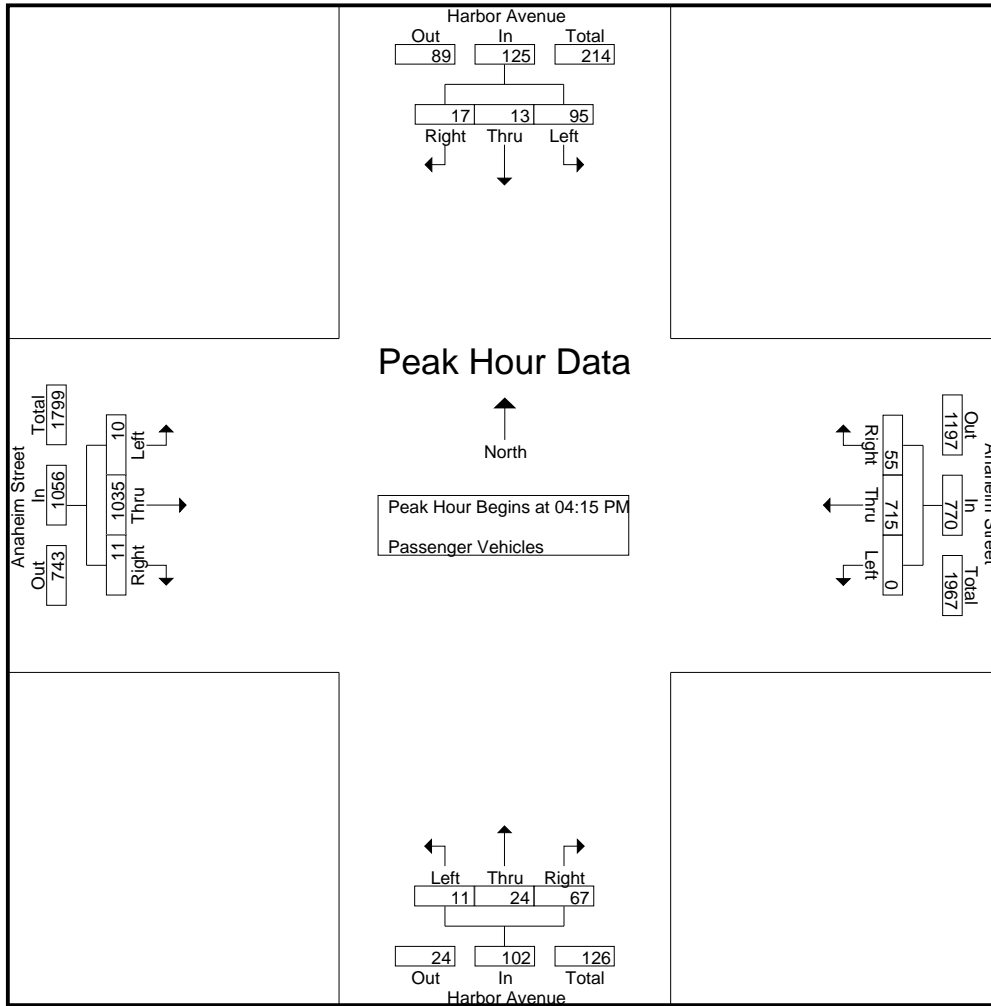
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	27	3	3	33	0	158	22	180	1	7	10	18	4	220	5	229	460
04:15 PM	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220	476
04:30 PM	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283	567
04:45 PM	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232	461
Total	104	13	17	134	0	716	63	779	11	21	55	87	13	938	13	964	1964
05:00 PM	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321	549
05:15 PM	25	2	2	29	0	148	19	167	3	2	14	19	2	248	4	254	469
05:30 PM	25	3	3	31	0	115	24	139	2	4	6	12	1	223	1	225	407
05:45 PM	13	1	10	24	0	120	11	131	0	4	6	10	2	166	0	168	333
Total	81	9	18	108	0	540	68	608	6	20	48	74	6	954	8	968	1758
Grand Total	185	22	35	242	0	1256	131	1387	17	41	103	161	19	1892	21	1932	3722
Apprch %	76.4	9.1	14.5		0	90.6	9.4		10.6	25.5	64		1	97.9	1.1		
Total %	5	0.6	0.9	6.5	0	33.7	3.5	37.3	0.5	1.1	2.8	4.3	0.5	50.8	0.6	51.9	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220	476
04:30 PM	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283	567
04:45 PM	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232	461
05:00 PM	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321	549
Total Volume	95	13	17	125	0	715	55	770	11	24	67	102	10	1035	11	1056	2053
% App. Total	76	10.4	13.6		0	92.9	7.1		10.8	23.5	65.7		0.9	98	1		
PHF	.528	.813	.708	.625	.000	.931	.655	.904	.688	.600	.761	.773	.417	.816	.688	.822	.905

City of Long Beach
 N/S: Harbor Avenue
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 Weather: Sunny

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	16	4	6	26	0	192	21	213	4	6	7	17	6	212	2	220
+15 mins.	45	2	3	50	0	192	14	206	4	5	19	28	1	278	4	283
+30 mins.	16	4	5	25	0	174	6	180	2	3	19	24	2	228	2	232
+45 mins.	18	3	3	24	0	157	14	171	1	10	22	33	1	317	3	321
Total Volume	95	13	17	125	0	715	55	770	11	24	67	102	10	1035	11	1056
% App. Total	76	10.4	13.6		0	92.9	7.1		10.8	23.5	65.7		0.9	98	1	
PHF	.528	.813	.708	.625	.000	.931	.655	.904	.688	.600	.761	.773	.417	.816	.688	.822

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
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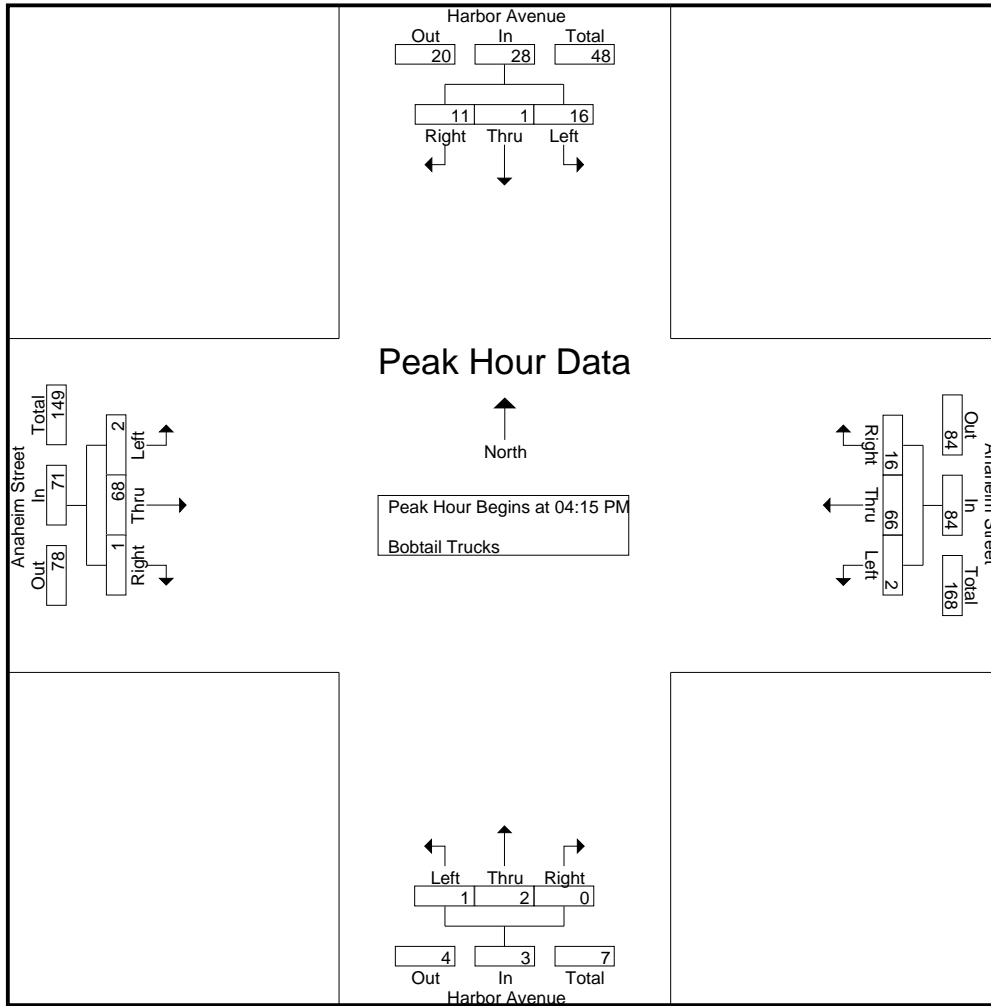
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	6	0	0	6	0	27	8	35	0	1	1	2	0	14	0	14	57
04:15 PM	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16	54
04:30 PM	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19	44
04:45 PM	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13	46
Total	17	0	9	26	2	83	23	108	1	3	1	5	1	60	1	62	201
05:00 PM	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23	42
05:15 PM	1	0	1	2	0	3	1	4	0	0	0	0	0	18	0	18	24
05:30 PM	2	0	0	2	0	14	0	14	0	0	0	0	0	11	0	11	27
05:45 PM	2	0	1	3	1	11	0	12	1	0	0	1	0	12	0	12	28
Total	10	1	4	15	1	38	2	41	1	0	0	1	1	63	0	64	121
Grand Total	27	1	13	41	3	121	25	149	2	3	1	6	2	123	1	126	322
Apprch %	65.9	2.4	31.7		2	81.2	16.8		33.3	50	16.7		1.6	97.6	0.8		
Total %	8.4	0.3	4	12.7	0.9	37.6	7.8	46.3	0.6	0.9	0.3	1.9	0.6	38.2	0.3	39.1	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16	54
04:30 PM	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19	44
04:45 PM	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13	46
05:00 PM	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23	42
Total Volume	16	1	11	28	2	66	16	84	1	2	0	3	2	68	1	71	186
% App. Total	57.1	3.6	39.3		2.4	78.6	19		33.3	66.7	0		2.8	95.8	1.4		
PHF	.571	.250	.688	.636	.500	.660	.667	.656	.250	.500	.000	.375	.500	.773	.250	.772	.861

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	4	6	1	25	6	32	0	0	0	0	1	15	0	16
+15 mins.	2	0	1	3	1	16	3	20	1	1	0	2	0	18	1	19
+30 mins.	7	0	4	11	0	15	6	21	0	1	0	1	0	13	0	13
+45 mins.	5	1	2	8	0	10	1	11	0	0	0	0	1	22	0	23
Total Volume	16	1	11	28	2	66	16	84	1	2	0	3	2	68	1	71
% App. Total	57.1	3.6	39.3		2.4	78.6	19		33.3	66.7	0		2.8	95.8	1.4	
PHF	.571	.250	.688	.636	.500	.660	.667	.656	.250	.500	.000	.375	.500	.773	.250	.772

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 0000066
 Start Date : 2/28/2012
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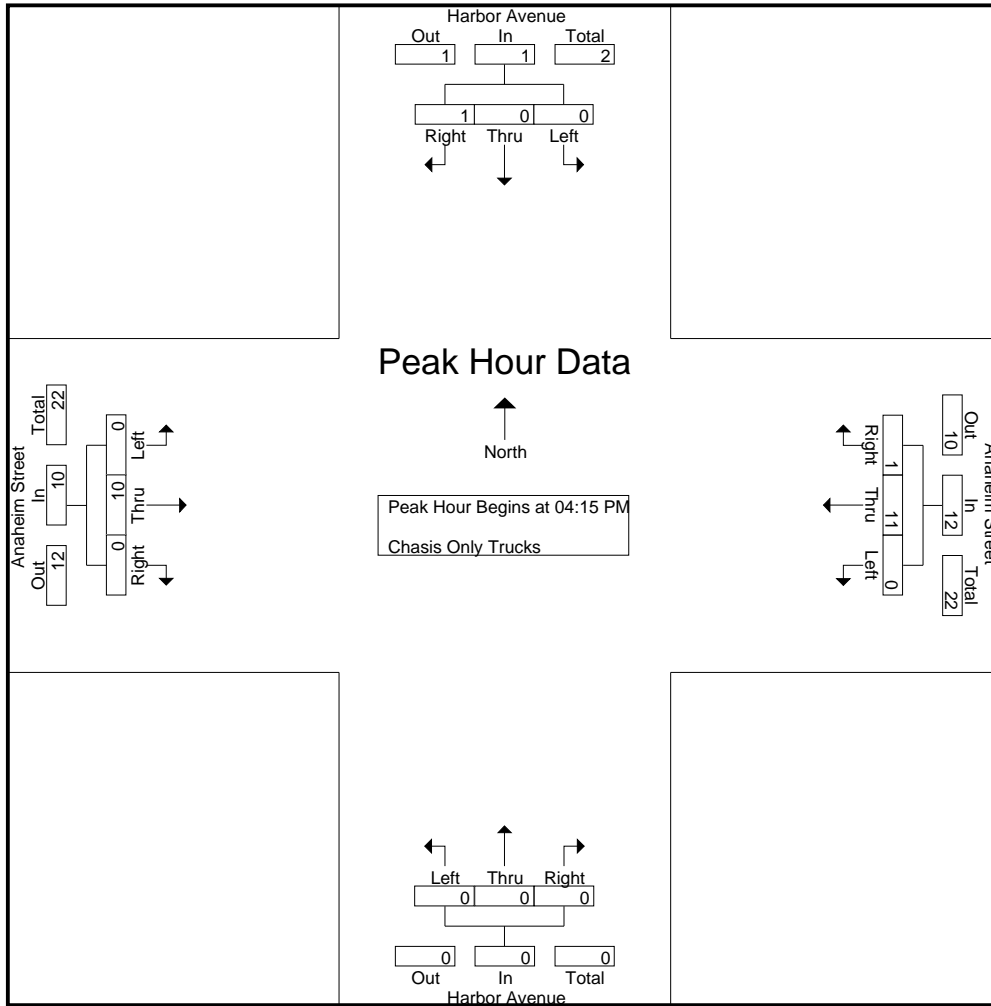
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
04:15 PM	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Total	0	0	1	1	0	14	1	15	0	0	0	0	1	11	0	12	28
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	1	0	1	0	0	1	1	0	8	0	8	10
Grand Total	0	0	1	1	0	15	1	16	0	0	1	1	1	19	0	20	38
Apprch %	0	0	100		0	93.8	6.2		0	0	100		5	95	0		
Total %	0	0	2.6	2.6	0	39.5	2.6	42.1	0	0	2.6	2.6	2.6	50	0	52.6	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	0	10	0	10	23
% App. Total	0	0	100		0	91.7	8.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.393	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417	.639

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	1	1	0	7	1	8	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	0	11	1	12	0	0	0	0	0	10	0	10
% App. Total	0	0	100		0	91.7	8.3		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.393	.250	.375	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

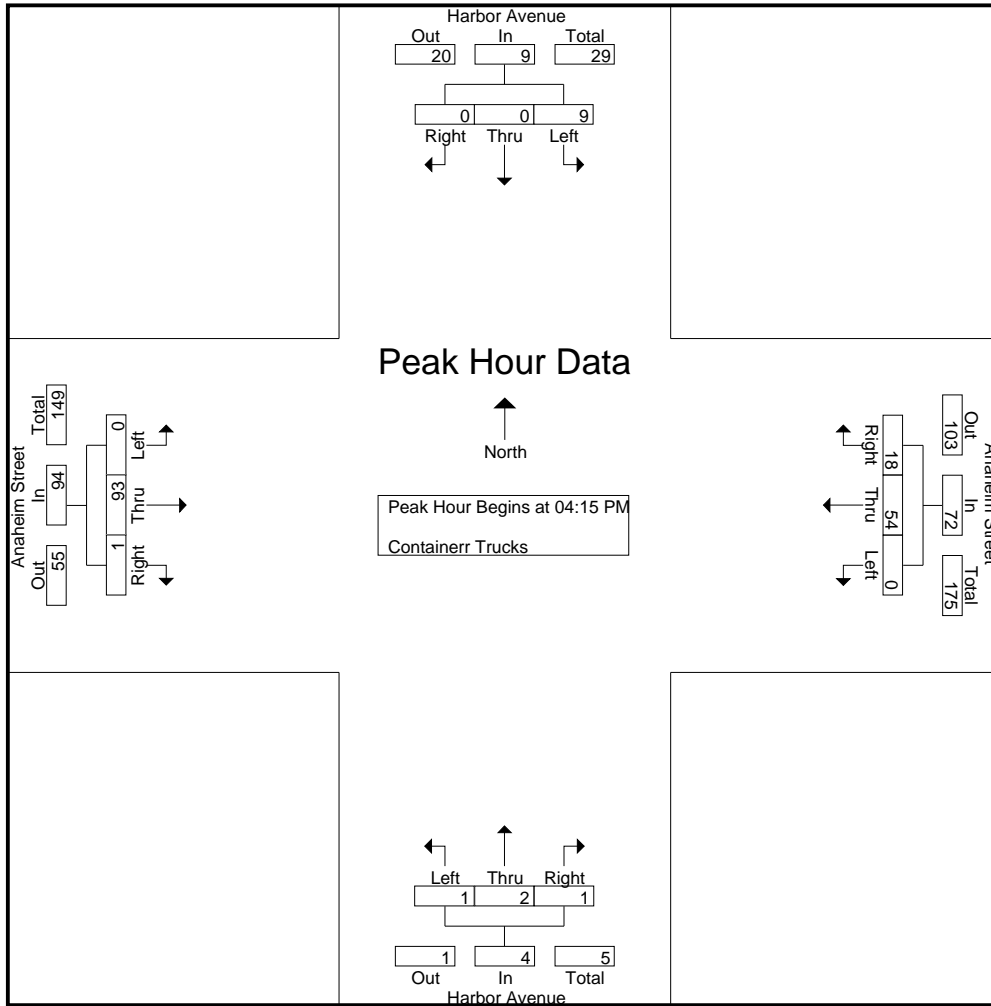
Groups Printed- Containerr Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	2	0	3	0	10	2	12	0	0	1	1	2	15	0	17	33
04:15 PM	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20	47
04:30 PM	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25	46
04:45 PM	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22	46
Total	8	2	0	10	0	56	17	73	1	2	2	5	2	81	1	84	172
05:00 PM	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27	40
05:15 PM	5	0	0	5	0	12	1	13	0	0	2	2	1	19	0	20	40
05:30 PM	1	0	0	1	0	9	5	14	0	0	1	1	0	13	0	13	29
05:45 PM	3	0	0	3	0	8	1	9	0	0	1	1	2	12	0	14	27
Total	11	0	0	11	0	37	10	47	0	0	4	4	3	71	0	74	136
Grand Total	19	2	0	21	0	93	27	120	1	2	6	9	5	152	1	158	308
Apprch %	90.5	9.5	0		0	77.5	22.5		11.1	22.2	66.7		3.2	96.2	0.6		
Total %	6.2	0.6	0	6.8	0	30.2	8.8	39	0.3	0.6	1.9	2.9	1.6	49.4	0.3	51.3	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20	47
04:30 PM	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25	46
04:45 PM	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22	46
05:00 PM	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27	40
Total Volume	9	0	0	9	0	54	18	72	1	2	1	4	0	93	1	94	179
% App. Total	100	0	0		0	75	25		25	50	25		0	98.9	1.1		
PHF	.563	.000	.000	.563	.000	.750	.750	.750	.250	.500	.250	.500	.000	.861	.250	.870	.952

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	0	1	0	18	6	24	1	1	0	2	0	20	0	20
+15 mins.	4	0	0	4	0	14	3	17	0	0	0	0	0	24	1	25
+30 mins.	2	0	0	2	0	14	6	20	0	1	1	2	0	22	0	22
+45 mins.	2	0	0	2	0	8	3	11	0	0	0	0	0	27	0	27
Total Volume	9	0	0	9	0	54	18	72	1	2	1	4	0	93	1	94
% App. Total	100	0	0		0	75	25		25	50	25		0	98.9	1.1	
PHF	.563	.000	.000	.563	.000	.750	.750	.750	.250	.500	.250	.500	.000	.861	.250	.870

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHAANPM
 Site Code : 00000066
 Start Date : 2/28/2012
 Page No : 1

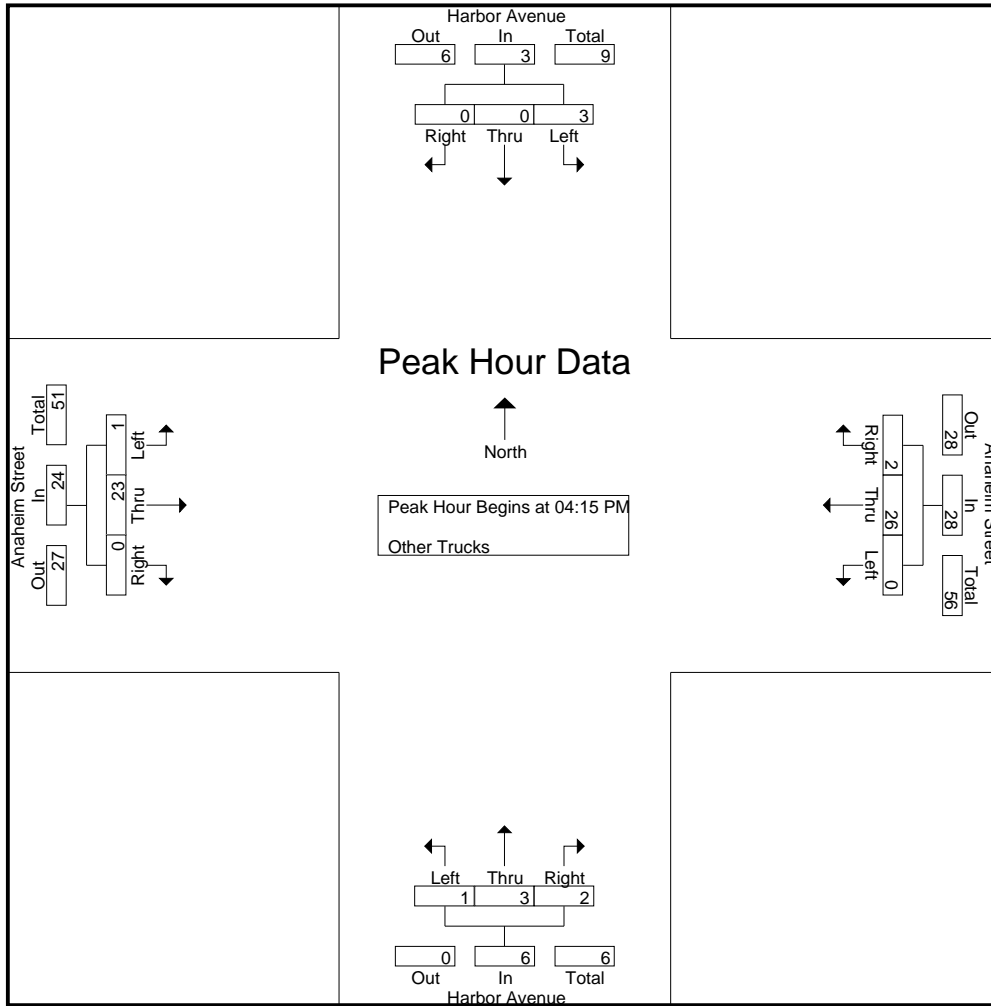
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	9	1	10	0	0	1	1	0	9	0	9	21
04:15 PM	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5	12
04:30 PM	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6	17
04:45 PM	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10	18
Total	3	0	0	3	0	27	3	30	0	2	3	5	1	29	0	30	68
05:00 PM	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3	14
05:15 PM	0	0	0	0	0	7	0	7	1	2	0	3	0	10	0	10	20
05:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	8	1	9	0	0	0	0	1	6	0	7	16
Total	1	0	0	1	0	28	1	29	2	3	0	5	1	19	0	20	55
Grand Total	4	0	0	4	0	55	4	59	2	5	3	10	2	48	0	50	123
Apprch %	100	0	0		0	93.2	6.8		20	50	30		4	96	0		
Total %	3.3	0	0	3.3	0	44.7	3.3	48	1.6	4.1	2.4	8.1	1.6	39	0	40.7	

Start Time	Harbor Avenue Southbound				Anaheim Street Westbound				Harbor Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5	12
04:30 PM	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6	17
04:45 PM	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10	18
05:00 PM	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3	14
Total Volume	3	0	0	3	0	26	2	28	1	3	2	6	1	23	0	24	61
% App. Total	100	0	0		0	92.9	7.1		16.7	50	33.3		4.2	95.8	0		
PHF	.750	.000	.000	.750	.000	.813	.500	.875	.250	.750	.500	.750	.250	.575	.000	.600	.847

City of Long Beach
 N/S: Harbor Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHANPM
 Site Code : 00000066
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	0	1	0	5	0	5	0	0	1	1	1	4	0	5
+15 mins.	1	0	0	1	0	7	1	8	0	1	1	2	0	6	0	6
+30 mins.	0	0	0	0	0	6	1	7	0	1	0	1	0	10	0	10
+45 mins.	1	0	0	1	0	8	0	8	1	1	0	2	0	3	0	3
Total Volume	3	0	0	3	0	26	2	28	1	3	2	6	1	23	0	24
% App. Total	100	0	0		0	92.9	7.1		16.7	50	33.3		4.2	95.8	0	
PHF	.750	.000	.000	.750	.000	.813	.500	.875	.250	.750	.500	.750	.250	.575	.000	.600

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
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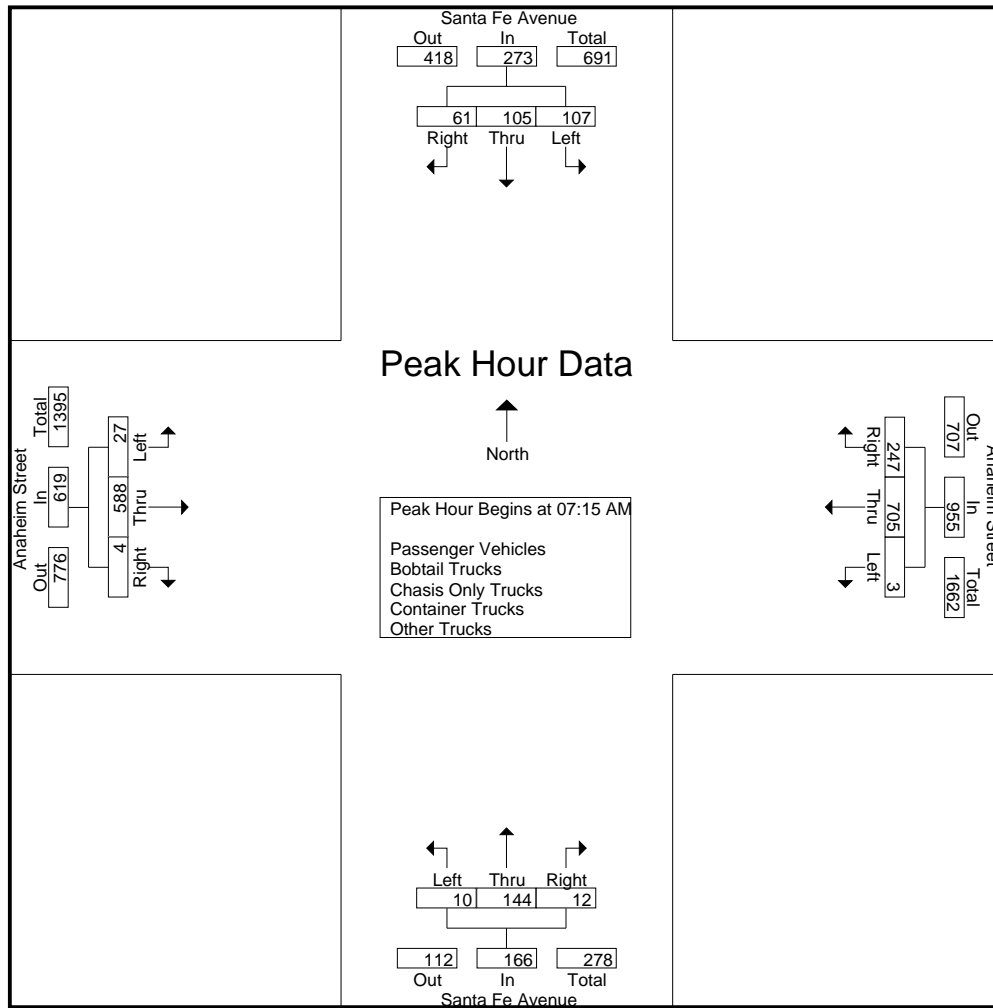
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	18	15	13	46	0	148	49	197	1	19	1	21	4	126	1	131	395
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
Total	110	106	63	279	2	656	253	911	6	133	10	149	21	582	4	607	1946
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
08:15 AM	16	25	14	55	0	160	45	205	2	33	6	41	17	121	2	140	441
08:30 AM	20	22	14	56	4	160	33	197	0	13	1	14	7	158	1	166	433
08:45 AM	26	14	19	59	4	135	30	169	2	22	2	26	11	126	3	140	394
Total	77	75	58	210	9	652	151	812	9	98	12	119	45	537	7	589	1730
Grand Total	187	181	121	489	11	1308	404	1723	15	231	22	268	66	1119	11	1196	3676
Apprch %	38.2	37	24.7		0.6	75.9	23.4		5.6	86.2	8.2		5.5	93.6	0.9		
Total %	5.1	4.9	3.3	13.3	0.3	35.6	11	46.9	0.4	6.3	0.6	7.3	1.8	30.4	0.3	32.5	
Passenger Vehicles	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
% Passenger Vehicles	93.6	93.9	88.4	92.4	63.6	86.5	98.5	89.2	86.7	87.9	68.2	86.2	84.8	64.8	81.8	66.1	81.9
Bobtail Trucks	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
% Bobtail Trucks	2.1	1.1	6.6	2.9	0	3.1	0.7	2.5	13.3	4.3	4.5	4.9	4.5	10.3	0	9.9	5.1
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0.4	0.1
Container Trucks	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
% Container Trucks	2.7	3.9	1.7	2.9	0	3.1	0	2.3	0	6.9	4.5	6.3	7.6	16.9	0	16.2	7.2
Other Trucks	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
% Other Trucks	1.6	1.1	3.3	1.8	36.4	7.3	0.7	6	0	0.9	22.7	2.6	3	7.6	18.2	7.4	5.7

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	23	16	64	0	163	85	248	2	46	3	51	2	167	0	169	532
07:30 AM	38	42	17	97	2	165	70	237	2	42	5	49	8	152	2	162	545
07:45 AM	29	26	17	72	0	180	49	229	1	26	1	28	7	137	1	145	474
08:00 AM	15	14	11	40	1	197	43	241	5	30	3	38	10	132	1	143	462
Total Volume	107	105	61	273	3	705	247	955	10	144	12	166	27	588	4	619	2013
% App. Total	39.2	38.5	22.3		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6		
PHF	.704	.625	.897	.704	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916	.923

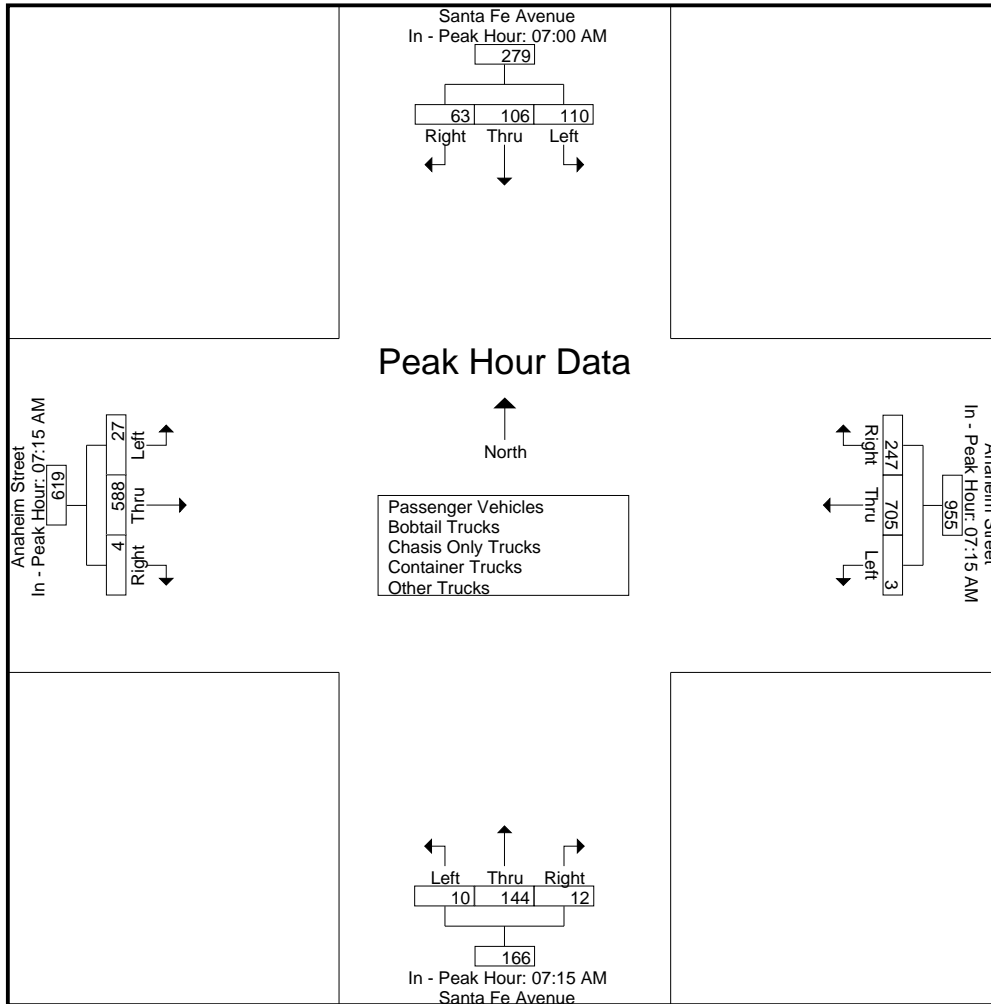
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	18	15	13	46	0	163	85	248	2	46	3	51	2	167	0	169
+15 mins.	25	23	16	64	2	165	70	237	2	42	5	49	8	152	2	162
+30 mins.	38	42	17	97	0	180	49	229	1	26	1	28	7	137	1	145
+45 mins.	29	26	17	72	1	197	43	241	5	30	3	38	10	132	1	143
Total Volume	110	106	63	279	3	705	247	955	10	144	12	166	27	588	4	619
% App. Total	39.4	38	22.6		0.3	73.8	25.9		6	86.7	7.2		4.4	95	0.6	
PHF	.724	.631	.926	.719	.375	.895	.726	.963	.500	.783	.600	.814	.675	.880	.500	.916



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
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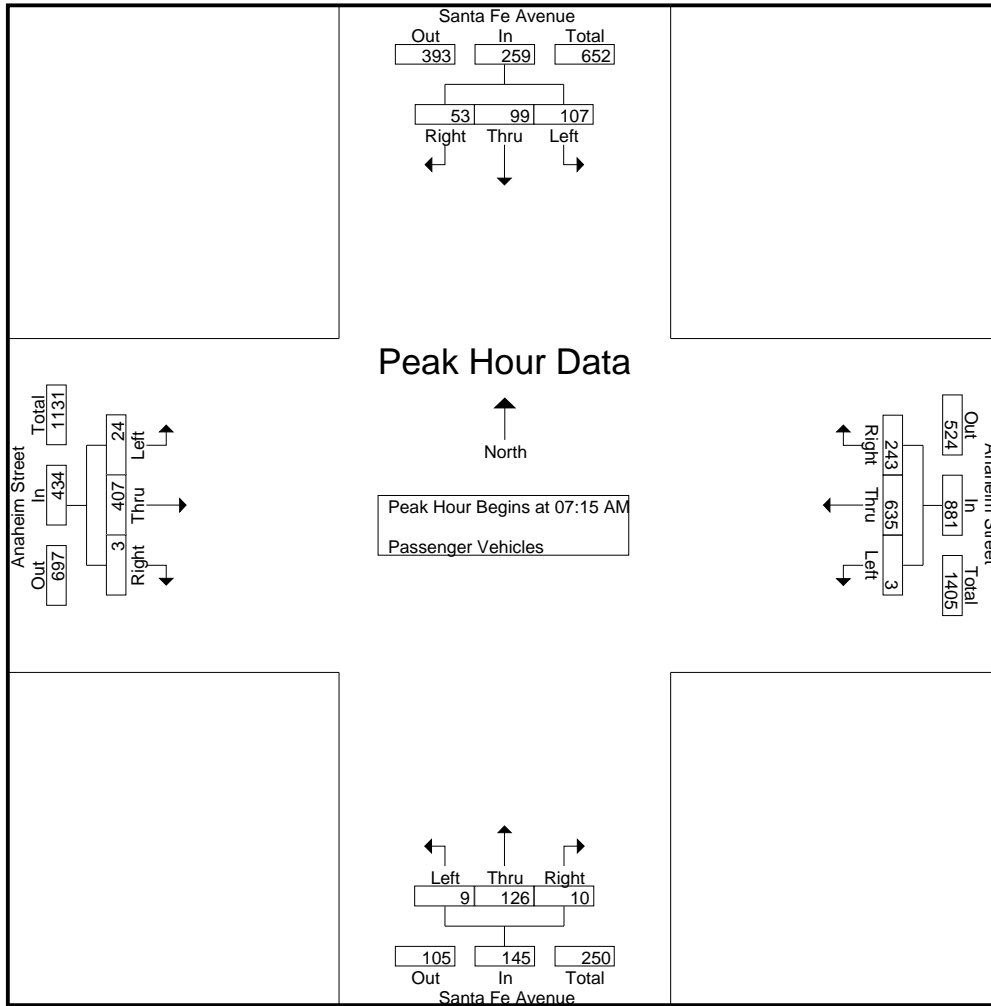
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	17	14	12	43	0	140	48	188	1	16	0	17	3	92	1	96	344
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
Total	109	101	56	266	2	603	250	855	5	115	7	127	19	414	3	436	1684
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
08:15 AM	13	23	10	46	0	135	45	180	2	30	3	35	15	76	1	92	353
08:30 AM	17	20	14	51	3	121	33	157	0	12	1	13	6	81	1	88	309
08:45 AM	21	14	18	53	1	101	29	131	1	19	1	21	8	69	3	80	285
Total	66	69	51	186	5	529	148	682	8	88	8	104	37	311	6	354	1326
Grand Total	175	170	107	452	7	1132	398	1537	13	203	15	231	56	725	9	790	3010
Apprch %	38.7	37.6	23.7		0.5	73.6	25.9		5.6	87.9	6.5		7.1	91.8	1.1		
Total %	5.8	5.6	3.6	15	0.2	37.6	13.2	51.1	0.4	6.7	0.5	7.7	1.9	24.1	0.3	26.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127	464
07:30 AM	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116	470
07:45 AM	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97	406
08:00 AM	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94	379
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434	1719
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7		
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854	.914

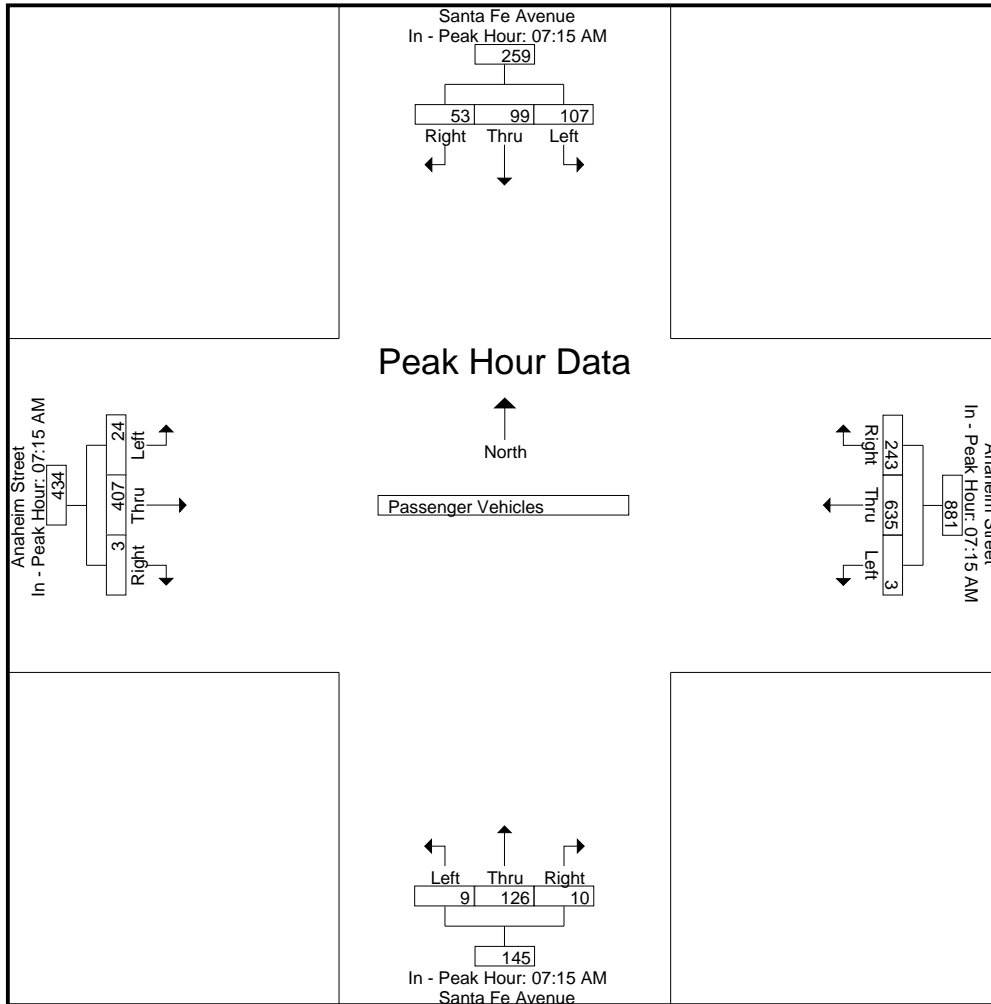
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	22	14	61	0	148	85	233	1	40	2	43	2	125	0	127
+15 mins.	38	40	17	95	2	147	68	217	2	36	4	42	7	108	1	116
+30 mins.	29	25	13	67	0	168	49	217	1	23	1	25	7	89	1	97
+45 mins.	15	12	9	36	1	172	41	214	5	27	3	35	8	85	1	94
Total Volume	107	99	53	259	3	635	243	881	9	126	10	145	24	407	3	434
% App. Total	41.3	38.2	20.5		0.3	72.1	27.6		6.2	86.9	6.9		5.5	93.8	0.7	
PHF	.704	.619	.779	.682	.375	.923	.715	.945	.450	.788	.625	.843	.750	.814	.750	.854



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 00000063
 Start Date : 2/28/2012
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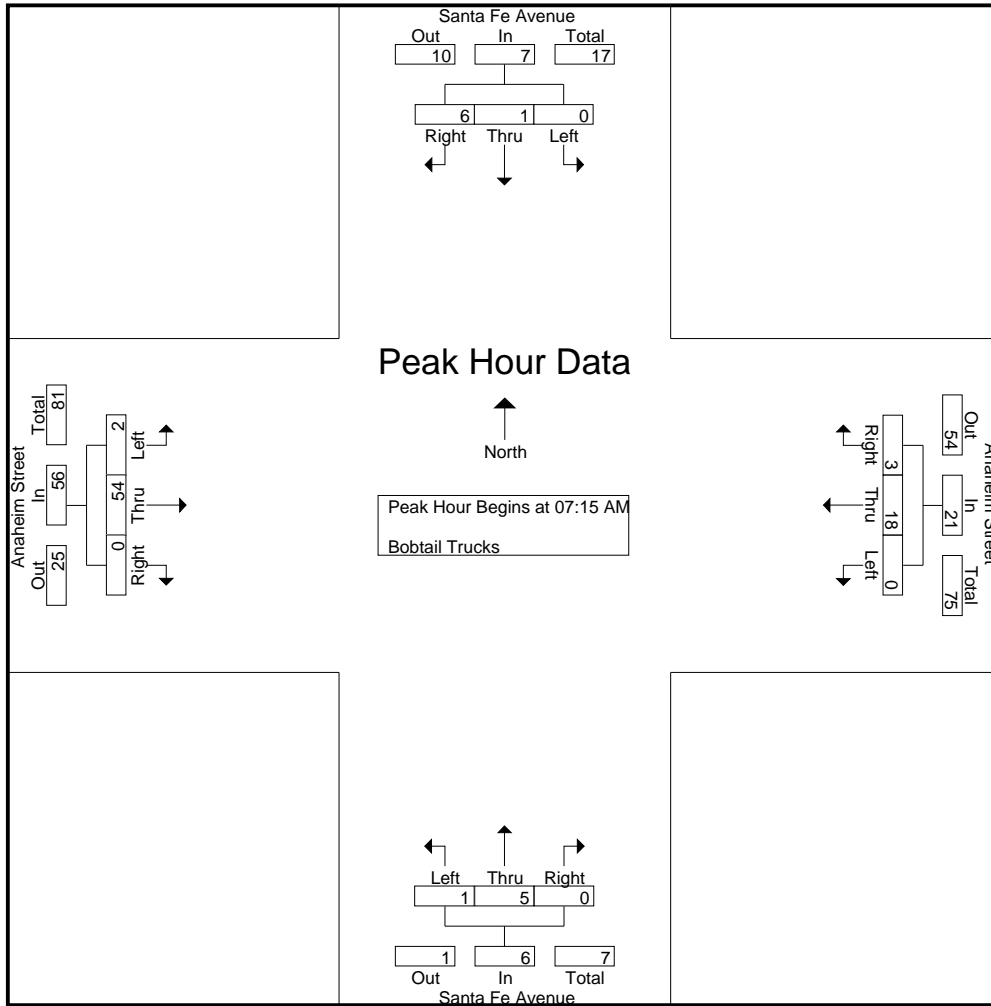
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	1	0	1	0	1	1	2	1	2	0	3	7
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
Total	0	1	5	6	0	12	1	13	1	5	1	7	1	38	0	39	65
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
08:15 AM	1	0	0	1	0	4	0	4	0	2	0	2	0	10	0	10	17
08:30 AM	1	1	0	2	0	9	0	9	0	0	0	0	0	30	0	30	41
08:45 AM	2	0	1	3	0	8	0	8	1	2	0	3	0	19	0	19	33
Total	4	1	3	8	0	28	2	30	1	5	0	6	2	77	0	79	123
Grand Total	4	2	8	14	0	40	3	43	2	10	1	13	3	115	0	118	188
Apprch %	28.6	14.3	57.1		0	93	7		15.4	76.9	7.7		2.5	97.5	0		
Total %	2.1	1.1	4.3	7.4	0	21.3	1.6	22.9	1.1	5.3	0.5	6.9	1.6	61.2	0	62.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12	21
07:30 AM	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11	18
07:45 AM	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13	19
08:00 AM	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20	32
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56	90
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0		
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700	.703

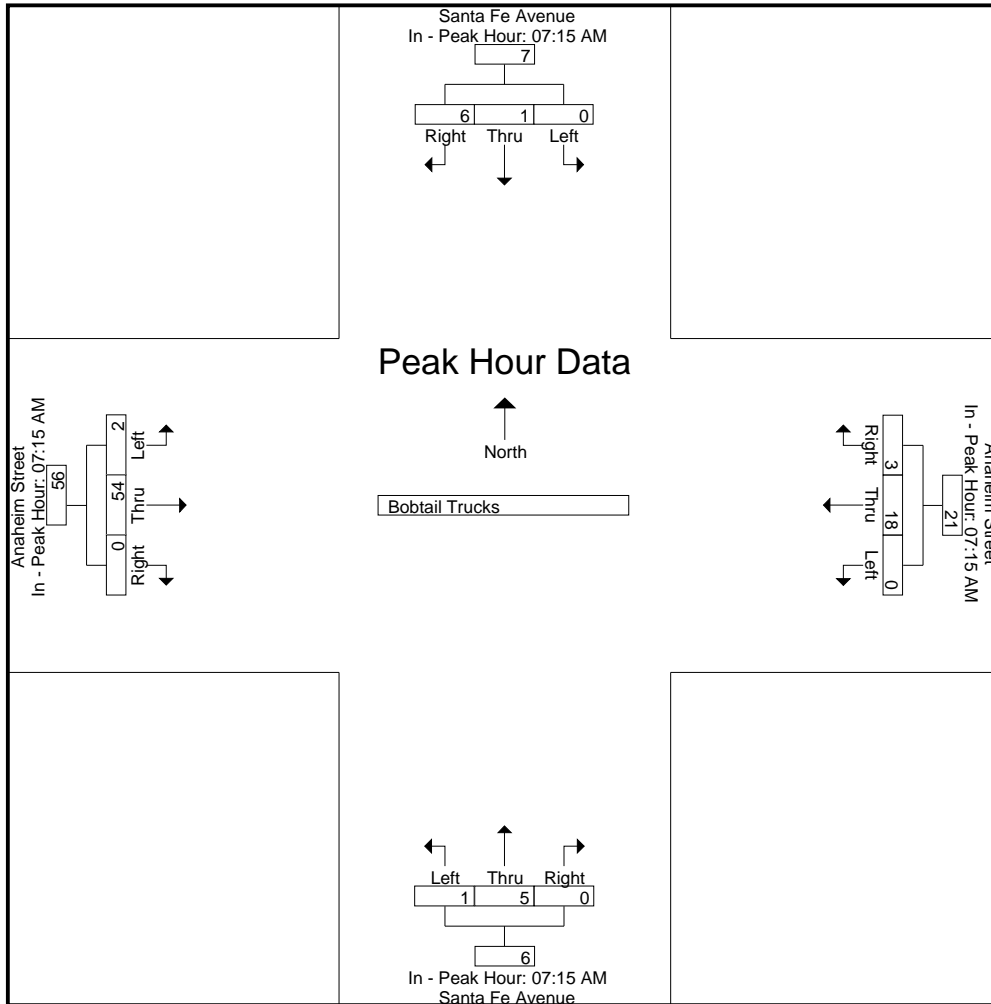
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	5	0	5	1	2	0	3	0	12	0	12
+15 mins.	0	1	0	1	0	4	1	5	0	1	0	1	0	11	0	11
+30 mins.	0	0	3	3	0	2	0	2	0	1	0	1	0	13	0	13
+45 mins.	0	0	2	2	0	7	2	9	0	1	0	1	2	18	0	20
Total Volume	0	1	6	7	0	18	3	21	1	5	0	6	2	54	0	56
% App. Total	0	14.3	85.7		0	85.7	14.3		16.7	83.3	0		3.6	96.4	0	
PHF	.000	.250	.500	.583	.000	.643	.375	.583	.250	.625	.000	.500	.250	.750	.000	.700



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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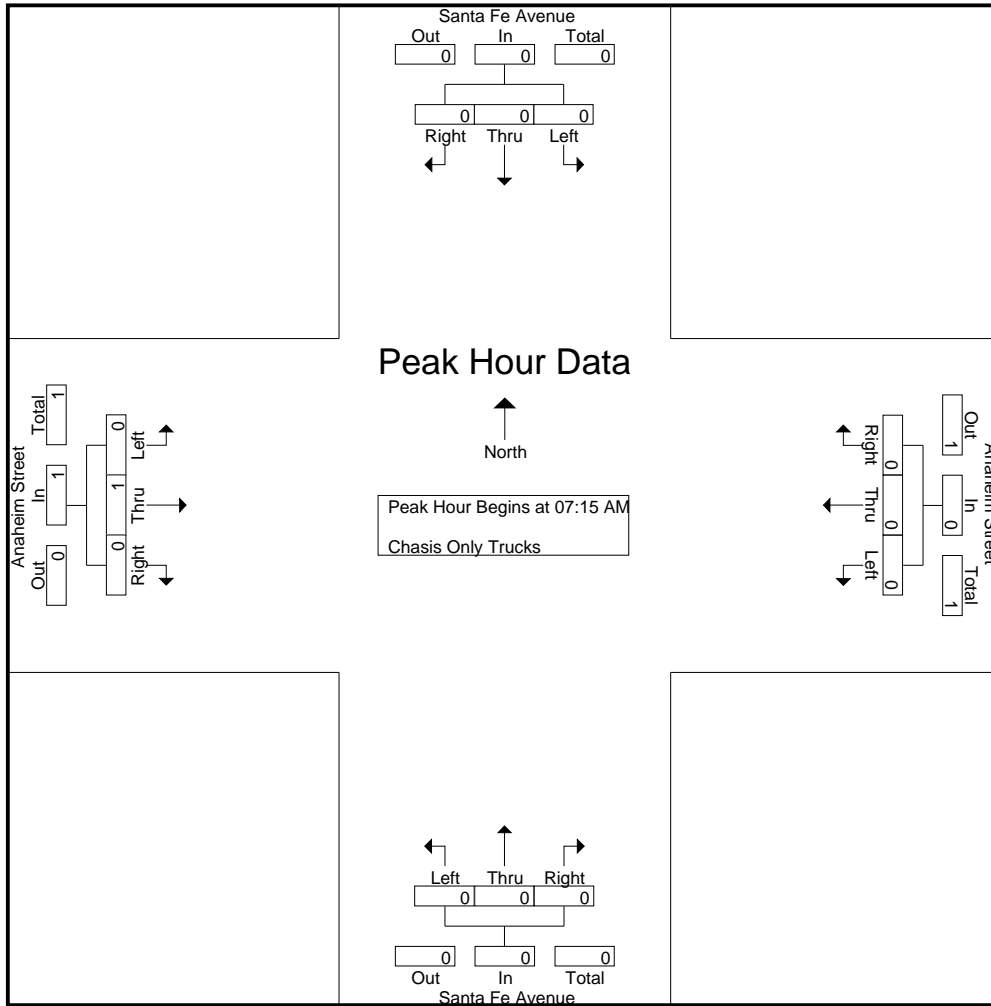
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0		0	0	0		0	0	0		0	100	0	100	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

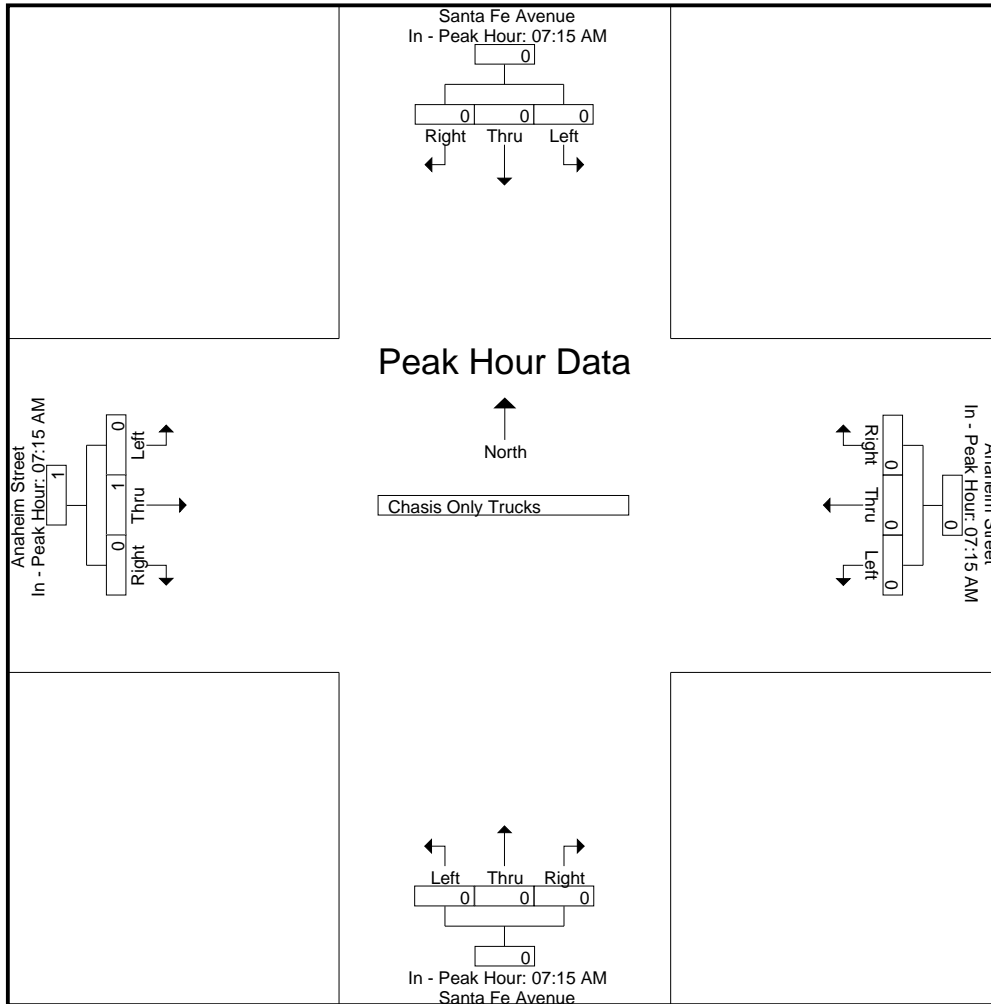
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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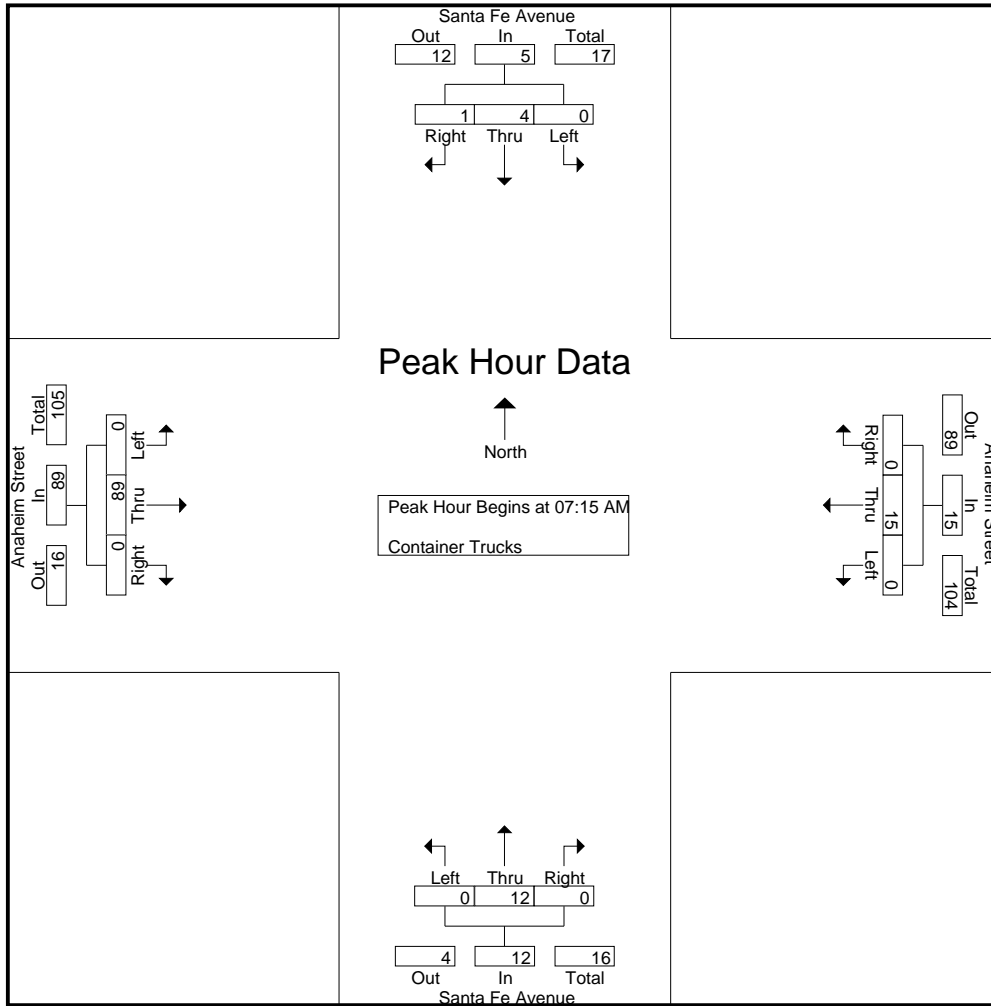
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	23	0	23	26
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
Total	0	3	1	4	0	10	0	10	0	12	0	12	0	93	0	93	119
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
08:15 AM	1	2	1	4	0	5	0	5	0	1	1	2	1	20	0	21	32
08:30 AM	2	0	0	2	0	8	0	8	0	1	0	1	1	33	0	34	45
08:45 AM	2	0	0	2	0	12	0	12	0	0	0	0	3	24	0	27	41
Total	5	4	1	10	0	30	0	30	0	4	1	5	5	96	0	101	146
Grand Total	5	7	2	14	0	40	0	40	0	16	1	17	5	189	0	194	265
Apprch %	35.7	50	14.3		0	100	0		0	94.1	5.9		2.6	97.4	0		
Total %	1.9	2.6	0.8	5.3	0	15.1	0	15.1	0	6	0.4	6.4	1.9	71.3	0	73.2	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22	31
07:30 AM	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24	33
07:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24	29
08:00 AM	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19	28
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89	121
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927	.917

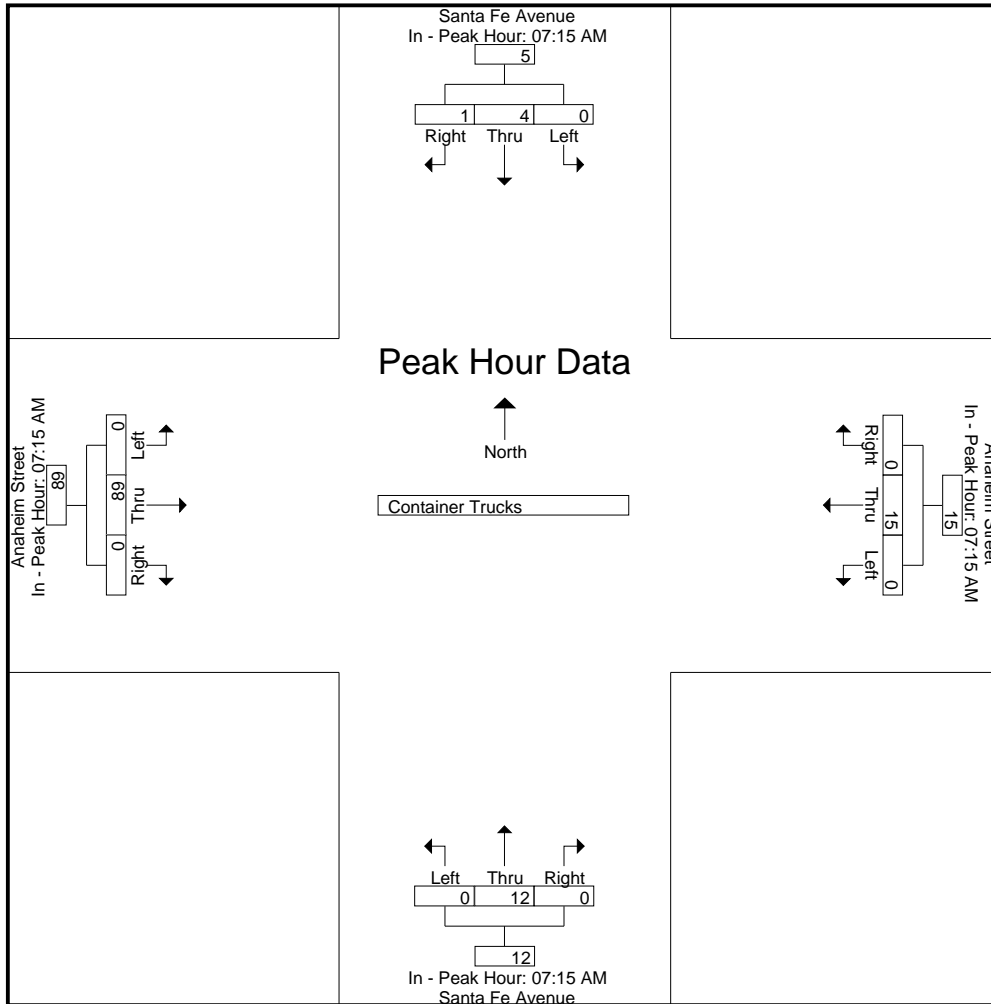
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	0	4	0	4	0	3	0	3	0	22	0	22
+15 mins.	0	0	0	0	0	4	0	4	0	5	0	5	0	24	0	24
+30 mins.	0	1	0	1	0	2	0	2	0	2	0	2	0	24	0	24
+45 mins.	0	2	0	2	0	5	0	5	0	2	0	2	0	19	0	19
Total Volume	0	4	1	5	0	15	0	15	0	12	0	12	0	89	0	89
% App. Total	0	80	20		0	100	0		0	100	0		0	100	0	
PHF	.000	.500	.250	.625	.000	.750	.000	.750	.000	.600	.000	.600	.000	.927	.000	.927



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANAM
 Site Code : 0000063
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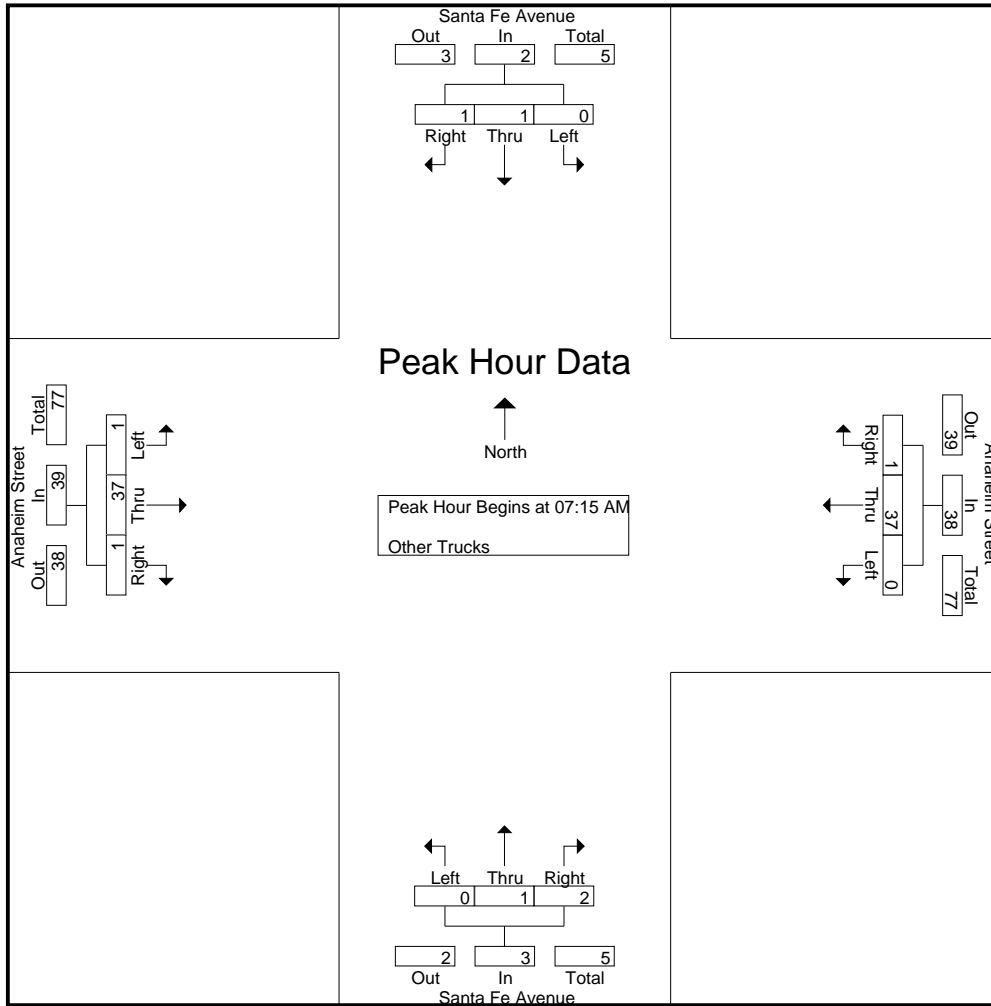
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	1	8	0	0	0	0	0	9	0	9	18
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
Total	1	1	1	3	0	31	2	33	0	1	2	3	1	37	1	39	78
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
08:15 AM	1	0	3	4	0	16	0	16	0	0	2	2	1	13	1	15	37
08:30 AM	0	1	0	1	1	22	0	23	0	0	0	0	0	13	0	13	37
08:45 AM	1	0	0	1	3	14	1	18	0	1	1	2	0	13	0	13	34
Total	2	1	3	6	4	65	1	70	0	1	3	4	1	48	1	50	130
Grand Total	3	2	4	9	4	96	3	103	0	2	5	7	2	85	2	89	208
Apprch %	33.3	22.2	44.4		3.9	93.2	2.9		0	28.6	71.4		2.2	95.5	2.2		
Total %	1.4	1	1.9	4.3	1.9	46.2	1.4	49.5	0	1	2.4	3.4	1	40.9	1	42.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8	16
07:30 AM	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11	24
07:45 AM	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11	20
08:00 AM	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9	22
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39	82
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6		
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886	.854

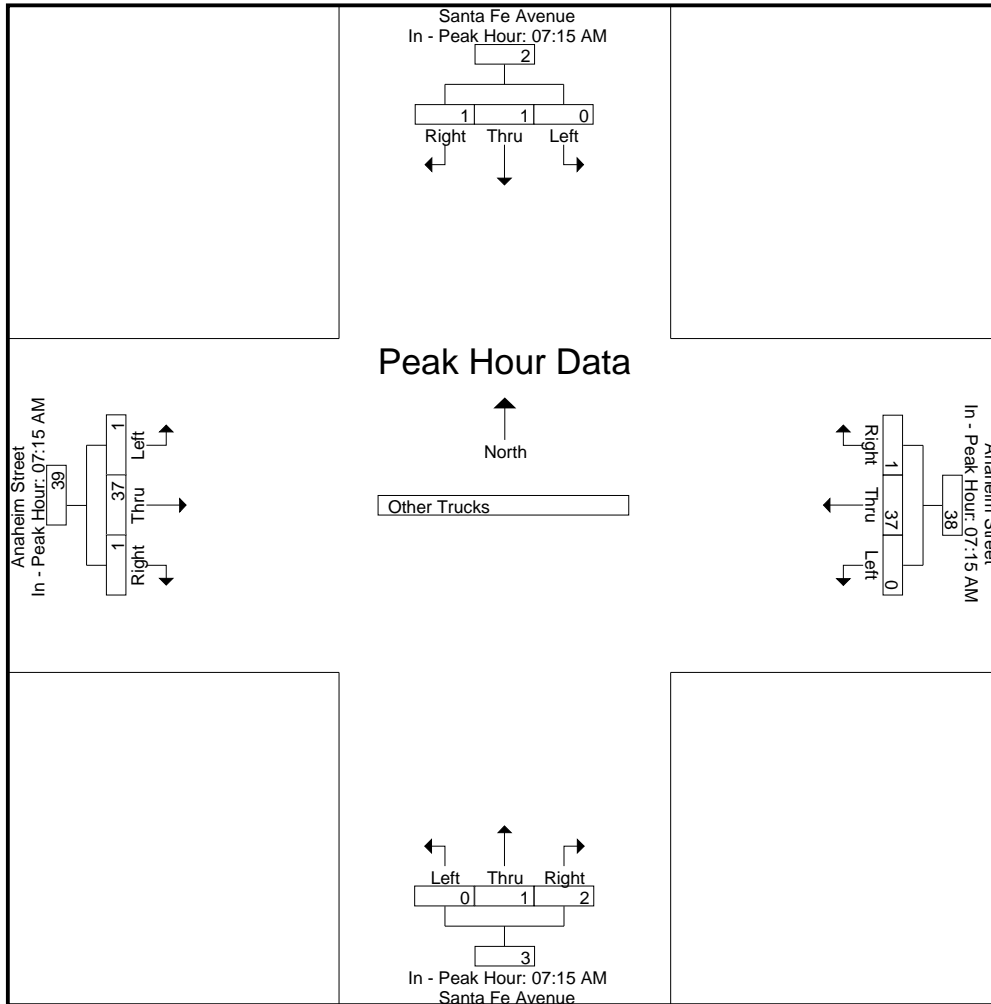
City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

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 Site Code : 0000063
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	6	0	6	0	1	1	2	0	8	0	8
+15 mins.	0	1	0	1	0	10	1	11	0	0	1	1	1	9	1	11
+30 mins.	0	0	1	1	0	8	0	8	0	0	0	0	0	11	0	11
+45 mins.	0	0	0	0	0	13	0	13	0	0	0	0	0	9	0	9
Total Volume	0	1	1	2	0	37	1	38	0	1	2	3	1	37	1	39
% App. Total	0	50	50		0	97.4	2.6		0	33.3	66.7		2.6	94.9	2.6	
PHF	.000	.250	.250	.500	.000	.712	.250	.731	.000	.250	.500	.375	.250	.841	.250	.886



City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

File Name : LBCSFANMD
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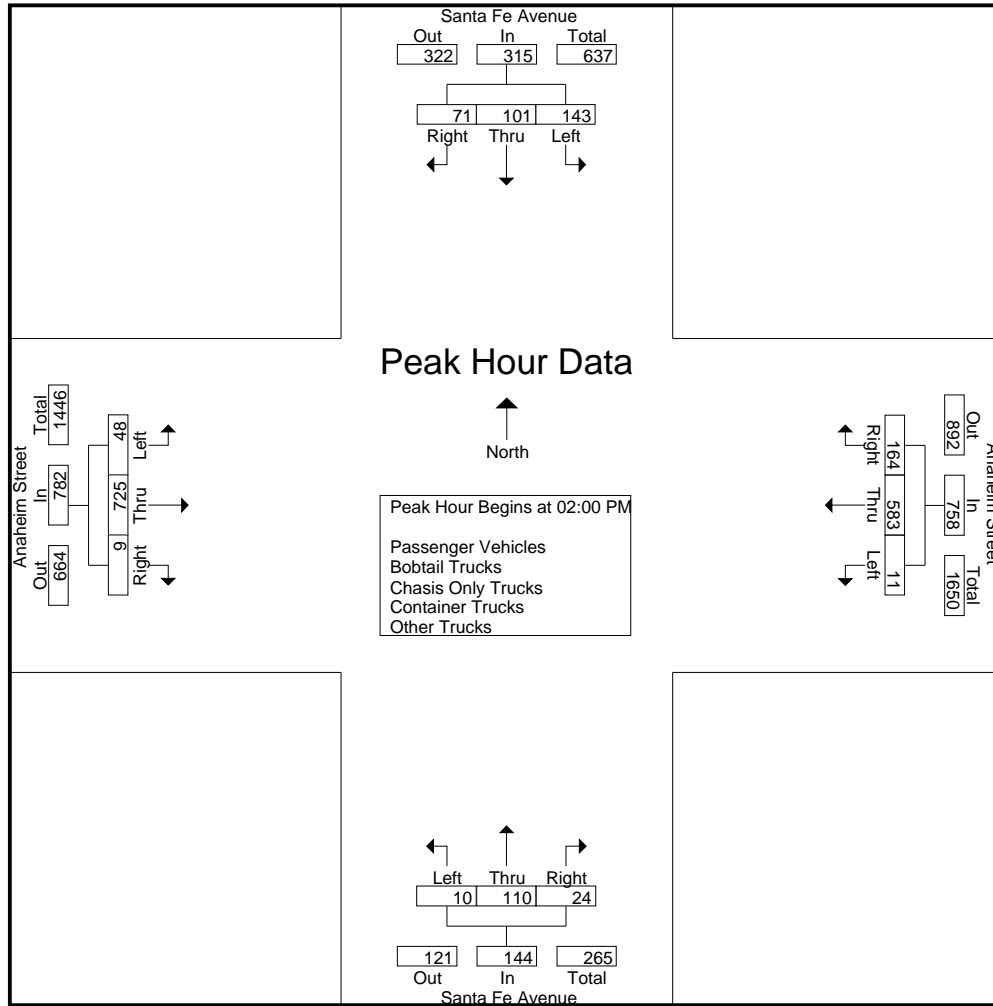
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	22	18	44	4	131	27	162	1	21	8	30	13	150	2	165	401
01:15 PM	26	13	24	63	6	144	36	186	1	7	8	16	15	158	0	173	438
01:30 PM	35	15	22	72	1	158	32	191	4	27	6	37	12	165	2	179	479
01:45 PM	23	19	17	59	4	149	44	197	2	24	7	33	14	174	0	188	477
Total	88	69	81	238	15	582	139	736	8	79	29	116	54	647	4	705	1795
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
Grand Total	231	170	152	553	26	1165	303	1494	18	189	53	260	102	1372	13	1487	3794
Apprch %	41.8	30.7	27.5		1.7	78	20.3		6.9	72.7	20.4		6.9	92.3	0.9		
Total %	6.1	4.5	4	14.6	0.7	30.7	8	39.4	0.5	5	1.4	6.9	2.7	36.2	0.3	39.2	
Passenger Vehicles	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
% Passenger Vehicles	90.5	93.5	88.2	90.8	80.8	70	91.7	74.6	88.9	88.9	94.3	90	87.3	71.1	100	72.5	77.2
Bobtail Trucks	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
% Bobtail Trucks	2.2	2.4	5.9	3.3	7.7	9.2	4.3	8.2	11.1	3.7	1.9	3.8	6.9	7.4	0	7.3	6.8
Chasis Only Trucks	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
% Chasis Only Trucks	0	0	0	0	0	1.3	0	1	0	0.5	0	0.4	1	1.5	0	1.4	1
Container Trucks	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
% Container Trucks	3.9	1.8	0.7	2.4	0	9.4	1.3	7.6	0	3.2	1.9	2.7	2	11.7	0	11	7.8
Other Trucks	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
% Other Trucks	3.5	2.4	5.3	3.6	11.5	10.1	2.6	8.6	0	3.7	1.9	3.1	2.9	8.3	0	7.9	7.2

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	40	24	14	78	1	156	36	193	2	25	8	35	10	180	2	192	498
02:15 PM	36	20	21	77	3	148	47	198	4	29	5	38	9	183	3	195	508
02:30 PM	32	27	19	78	3	126	38	167	1	30	5	36	15	178	2	195	476
02:45 PM	35	30	17	82	4	153	43	200	3	26	6	35	14	184	2	200	517
Total Volume	143	101	71	315	11	583	164	758	10	110	24	144	48	725	9	782	1999
% App. Total	45.4	32.1	22.5		1.5	76.9	21.6		6.9	76.4	16.7		6.1	92.7	1.2		
PHF	.894	.842	.845	.960	.688	.934	.872	.948	.625	.917	.750	.947	.800	.985	.750	.978	.967

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

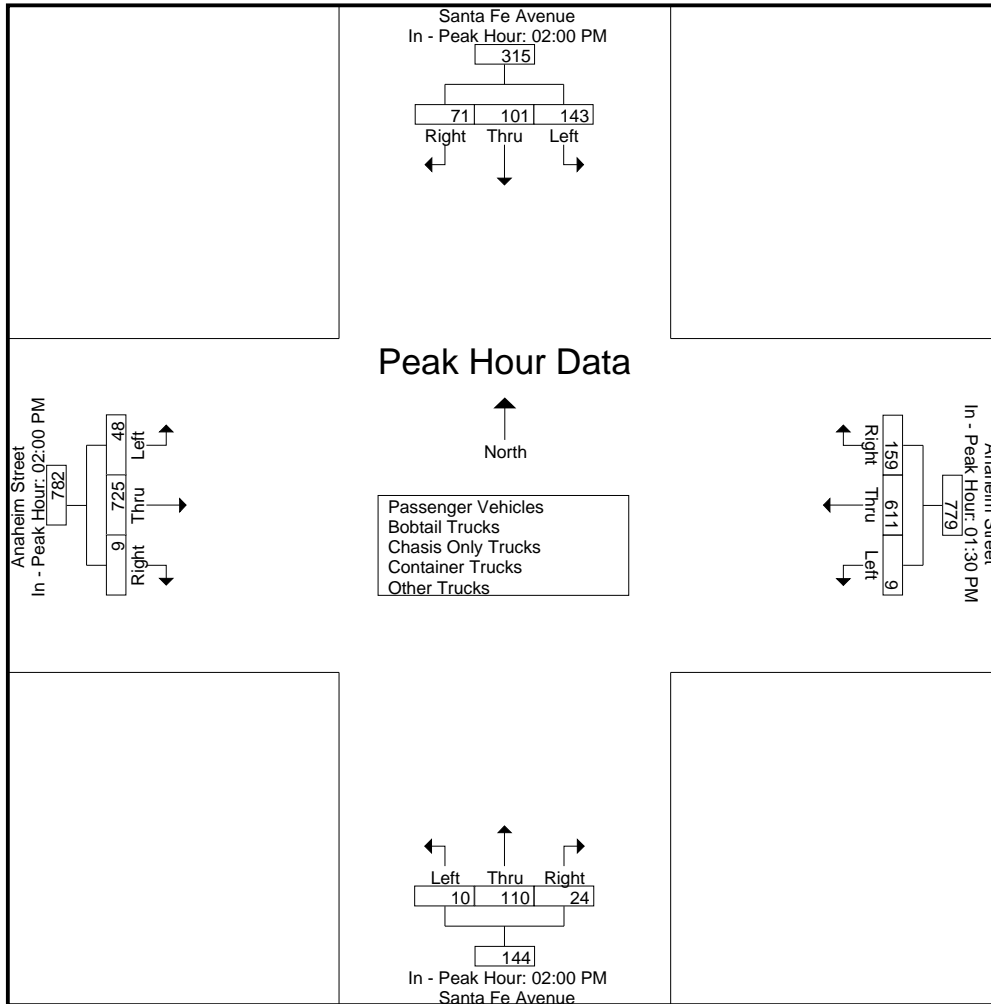
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				01:30 PM				02:00 PM				02:00 PM			
+0 mins.	40	24	14	78	1	158	32	191	2	25	8	35	10	180	2	192
+15 mins.	36	20	21	77	4	149	44	197	4	29	5	38	9	183	3	195
+30 mins.	32	27	19	78	1	156	36	193	1	30	5	36	15	178	2	195
+45 mins.	35	30	17	82	3	148	47	198	3	26	6	35	14	184	2	200
Total Volume	143	101	71	315	9	611	159	779	10	110	24	144	48	725	9	782
% App. Total	45.4	32.1	22.5		1.2	78.4	20.4		6.9	76.4	16.7		6.1	92.7	1.2	
PHF	.894	.842	.845	.960	.563	.967	.846	.984	.625	.917	.750	.947	.800	.985	.750	.978



City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

File Name : LBCSFANMD
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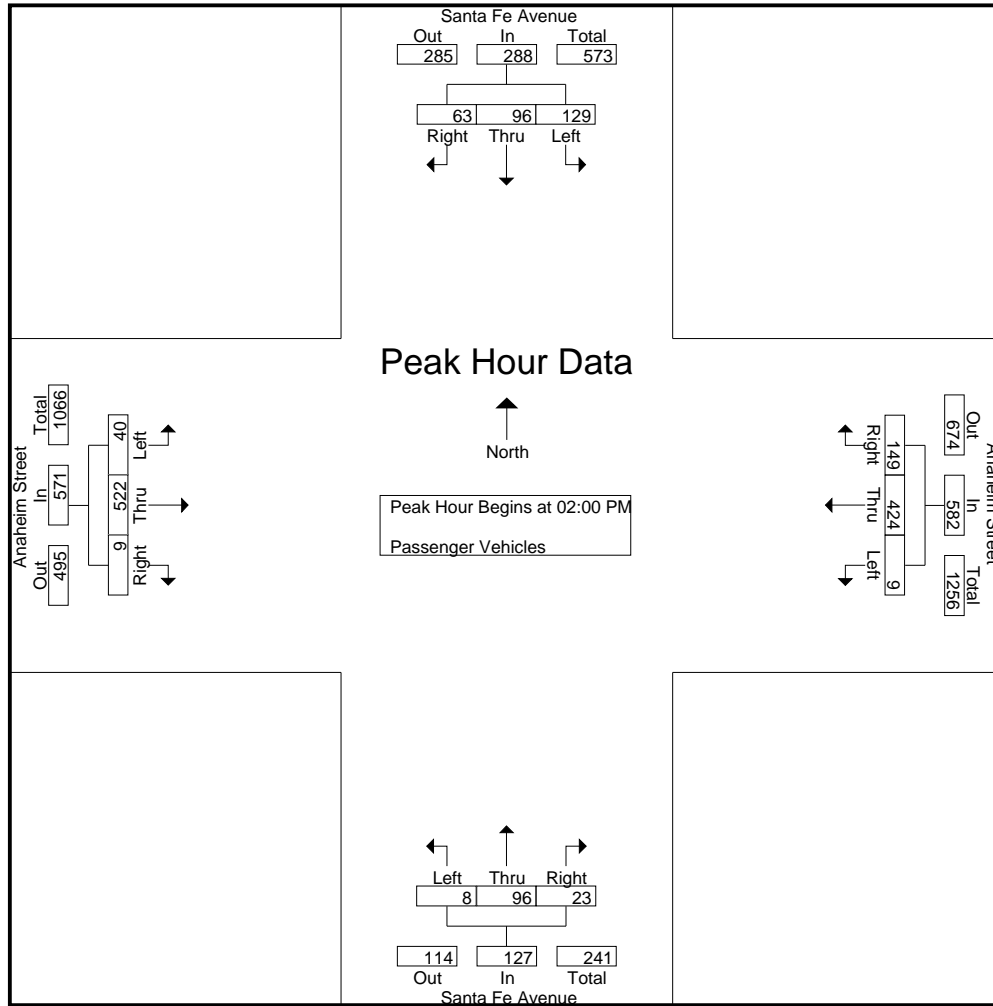
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	20	15	36	4	96	25	125	1	19	8	28	11	99	2	112	301
01:15 PM	24	11	22	57	5	99	32	136	1	7	7	15	13	112	0	125	333
01:30 PM	33	14	19	66	1	104	31	136	4	25	6	35	12	122	2	136	373
01:45 PM	22	18	15	55	2	92	41	135	2	21	6	29	13	121	0	134	353
Total	80	63	71	214	12	391	129	532	8	72	27	107	49	454	4	507	1360
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
Grand Total	209	159	134	502	21	815	278	1114	16	168	50	234	89	976	13	1078	2928
Apprch %	41.6	31.7	26.7		1.9	73.2	25		6.8	71.8	21.4		8.3	90.5	1.2		
Total %	7.1	5.4	4.6	17.1	0.7	27.8	9.5	38	0.5	5.7	1.7	8	3	33.3	0.4	36.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142	392
02:15 PM	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140	397
02:30 PM	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139	371
02:45 PM	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150	408
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571	1568
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6		
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.00	.719	.962	.833	.946	.750	.952	.961

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

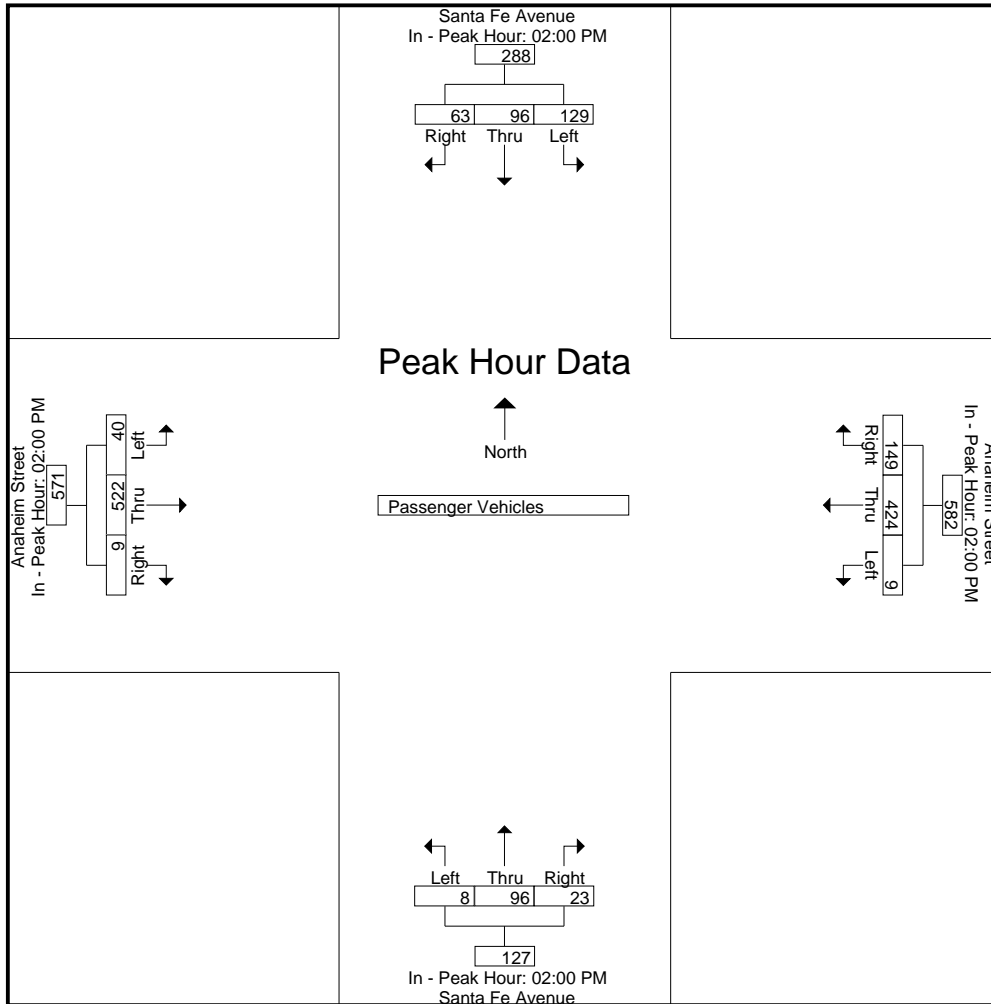
File Name : LBCSFANMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	37	21	11	69	1	119	29	149	0	24	8	32	9	131	2	142
+15 mins.	35	18	20	73	2	106	44	152	4	24	4	32	9	128	3	140
+30 mins.	26	27	16	69	2	96	35	133	1	24	5	30	12	125	2	139
+45 mins.	31	30	16	77	4	103	41	148	3	24	6	33	10	138	2	150
Total Volume	129	96	63	288	9	424	149	582	8	96	23	127	40	522	9	571
% App. Total	44.8	33.3	21.9		1.5	72.9	25.6		6.3	75.6	18.1		7	91.4	1.6	
PHF	.872	.800	.788	.935	.563	.891	.847	.957	.500	1.000	.719	.962	.833	.946	.750	.952



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

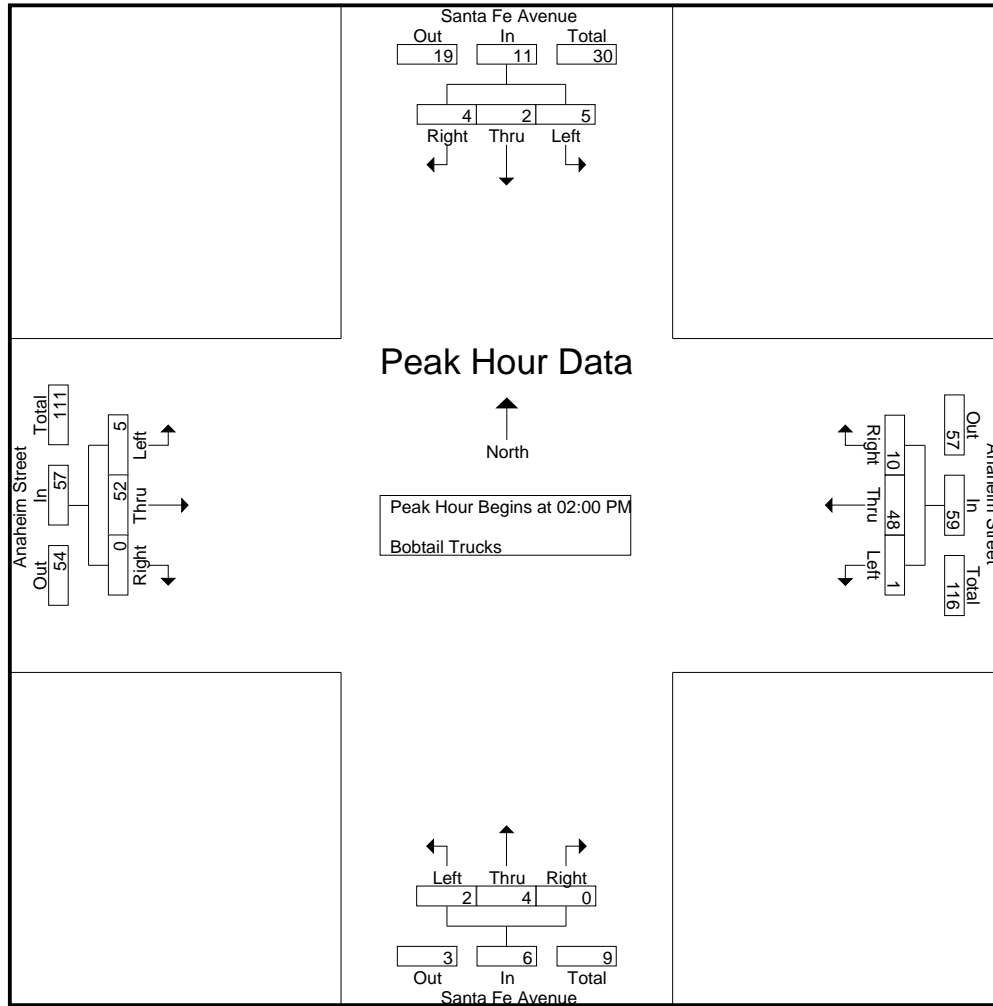
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	2	3	0	7	0	7	0	1	0	1	1	9	0	10	21
01:15 PM	0	1	1	2	0	10	3	13	0	0	0	0	1	11	0	12	27
01:30 PM	0	0	2	2	0	17	0	17	0	2	0	2	0	13	0	13	34
01:45 PM	0	0	0	0	1	25	0	26	0	0	1	1	0	16	0	16	43
Total	0	2	5	7	1	59	3	63	0	3	1	4	2	49	0	51	125
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
Grand Total	5	4	9	18	2	107	13	122	2	7	1	10	7	101	0	108	258
Apprch %	27.8	22.2	50		1.6	87.7	10.7		20	70	10		6.5	93.5	0		
Total %	1.9	1.6	3.5	7	0.8	41.5	5	47.3	0.8	2.7	0.4	3.9	2.7	39.1	0	41.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10	34
02:15 PM	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15	32
02:30 PM	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14	33
02:45 PM	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18	34
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57	133
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0		
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792	.978

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

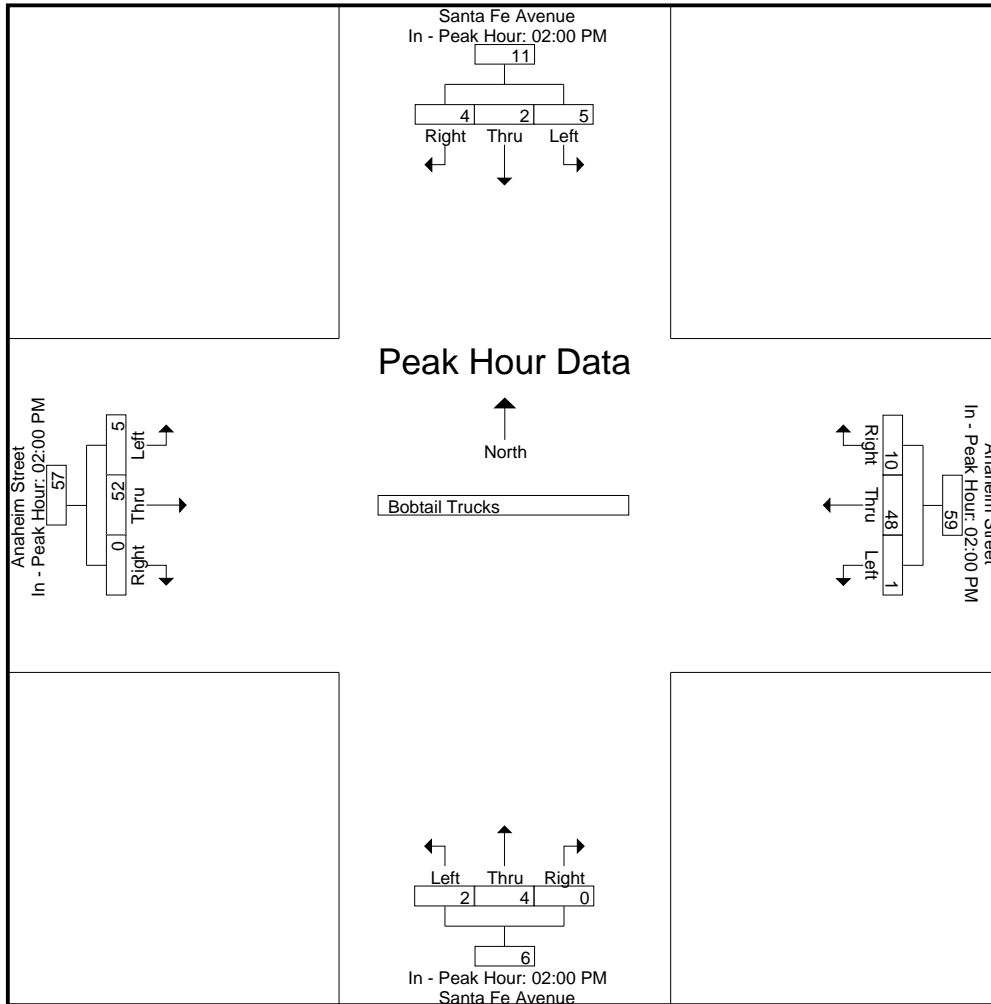
File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	2	2	5	0	10	7	17	2	0	0	2	0	10	0	10
+15 mins.	1	0	0	1	0	12	2	14	0	2	0	2	0	15	0	15
+30 mins.	2	0	1	3	1	13	1	15	0	1	0	1	1	13	0	14
+45 mins.	1	0	1	2	0	13	0	13	0	1	0	1	4	14	0	18
Total Volume	5	2	4	11	1	48	10	59	2	4	0	6	5	52	0	57
% App. Total	45.5	18.2	36.4		1.7	81.4	16.9		33.3	66.7	0		8.8	91.2	0	
PHF	.625	.250	.500	.550	.250	.923	.357	.868	.250	.500	.000	.750	.313	.867	.000	.792



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

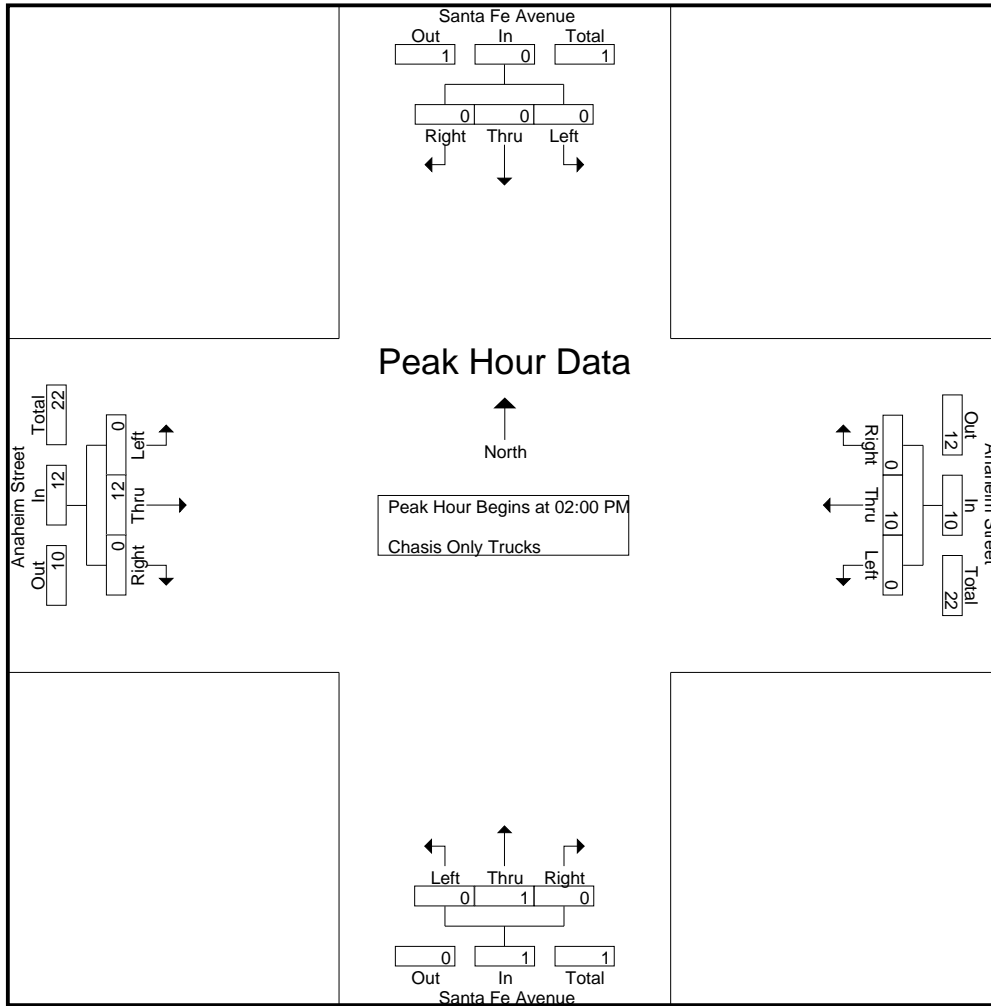
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
01:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	5	0	5	0	0	0	0	1	8	0	9	14
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
Grand Total	0	0	0	0	0	15	0	15	0	1	0	1	1	20	0	21	37
Apprch %	0	0	0		0	100	0		0	100	0		4.8	95.2	0		
Total %	0	0	0		0	40.5	0	40.5	0	2.7	0	2.7	2.7	54.1	0	56.8	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7	9
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
02:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	7
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12	23
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429	.639

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

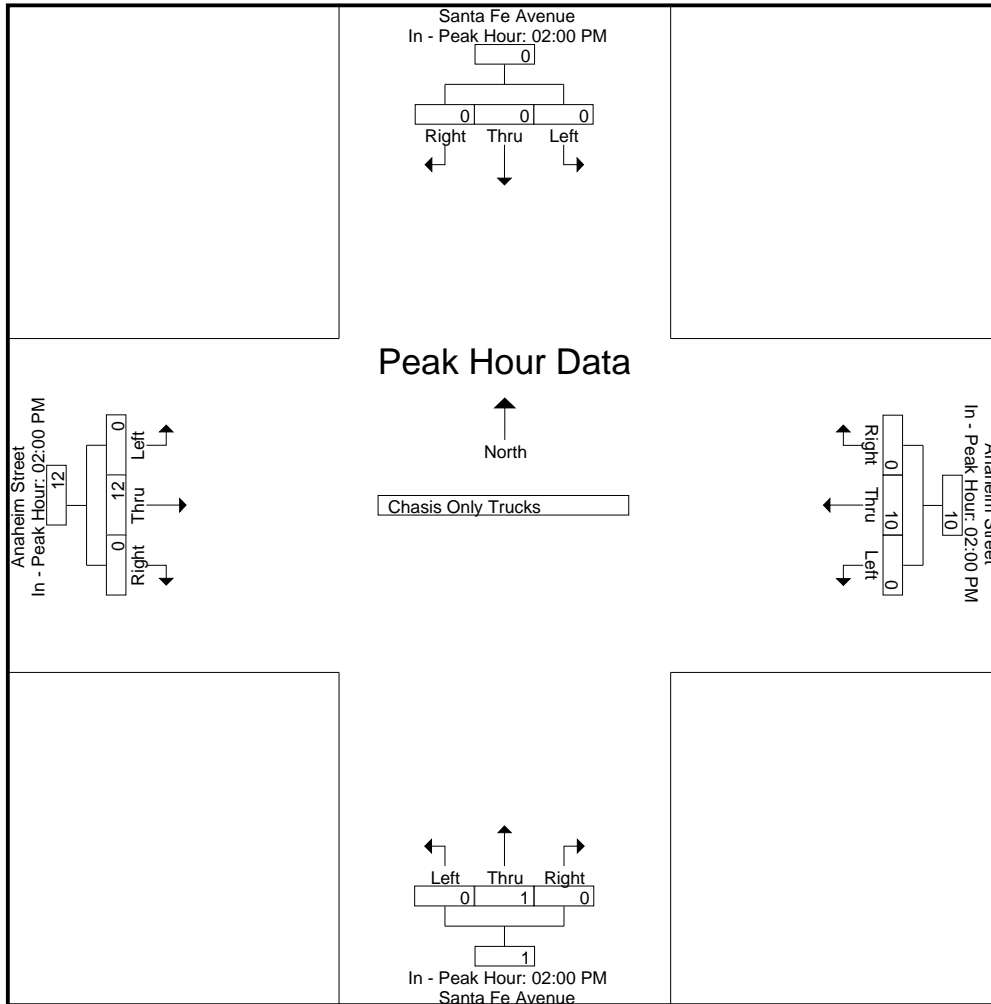
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 Site Code : 00000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	12	0	12
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.357	.000	.357	.000	.250	.000	.250	.000	.429	.000	.429



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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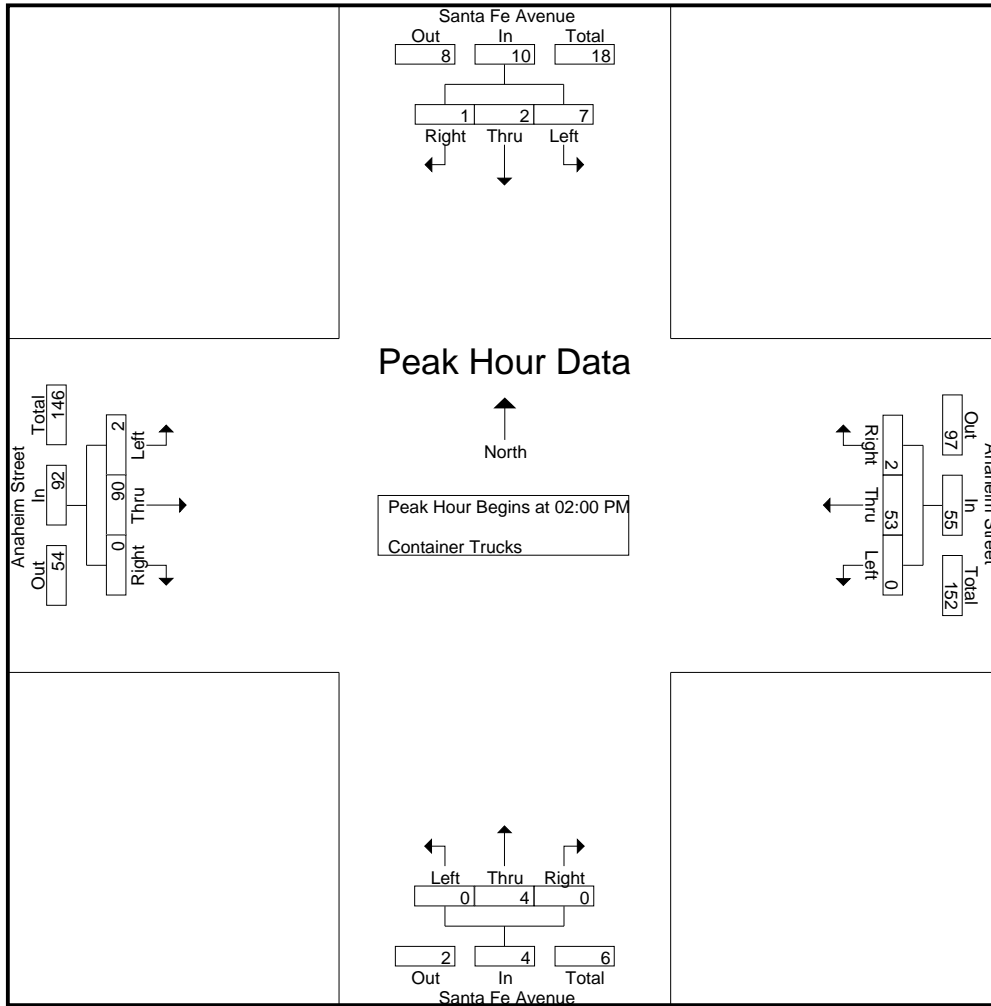
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	0	1	0	11	0	11	0	0	0	0	0	19	0	19	31
01:15 PM	0	0	0	0	0	9	0	9	0	0	1	1	0	19	0	19	29
01:30 PM	1	0	0	1	0	16	0	16	0	0	0	0	0	15	0	15	32
01:45 PM	0	1	0	1	0	21	2	23	0	2	0	2	0	18	0	18	44
Total	2	1	0	3	0	57	2	59	0	2	1	3	0	71	0	71	136
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
Grand Total	9	3	1	13	0	110	4	114	0	6	1	7	2	161	0	163	297
Apprch %	69.2	23.1	7.7		0	96.5	3.5		0	85.7	14.3		1.2	98.8	0		
Total %	3	1	0.3	4.4	0	37	1.3	38.4	0	2	0.3	2.4	0.7	54.2	0	54.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26	44
02:15 PM	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22	41
02:30 PM	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21	34
02:45 PM	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23	42
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92	161
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0		
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885	.915

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

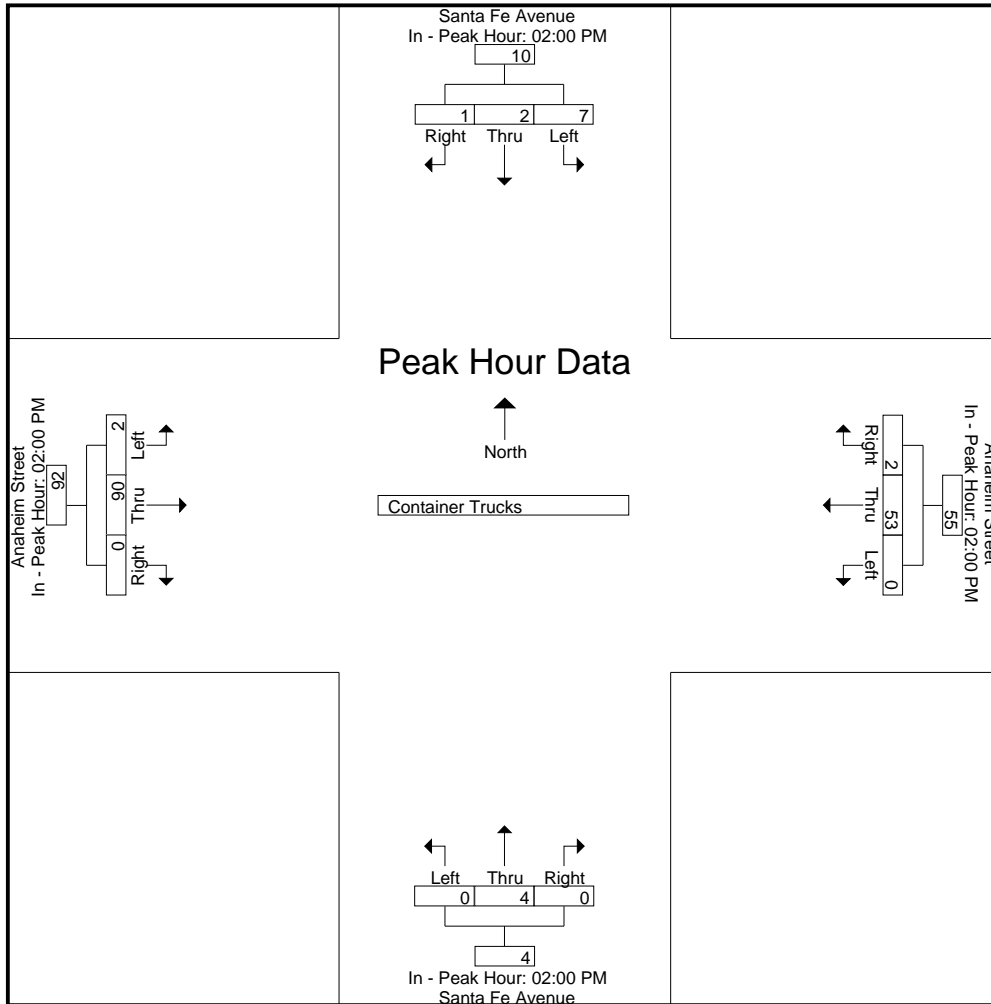
File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	17	0	17	0	0	0	0	1	25	0	26
+15 mins.	0	2	0	2	0	17	0	17	0	0	0	0	0	22	0	22
+30 mins.	3	0	1	4	0	4	2	6	0	3	0	3	1	20	0	21
+45 mins.	3	0	0	3	0	15	0	15	0	1	0	1	0	23	0	23
Total Volume	7	2	1	10	0	53	2	55	0	4	0	4	2	90	0	92
% App. Total	70	20	10		0	96.4	3.6		0	100	0		2.2	97.8	0	
PHF	.583	.250	.250	.625	.000	.779	.250	.809	.000	.333	.000	.333	.500	.900	.000	.885



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANMD
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

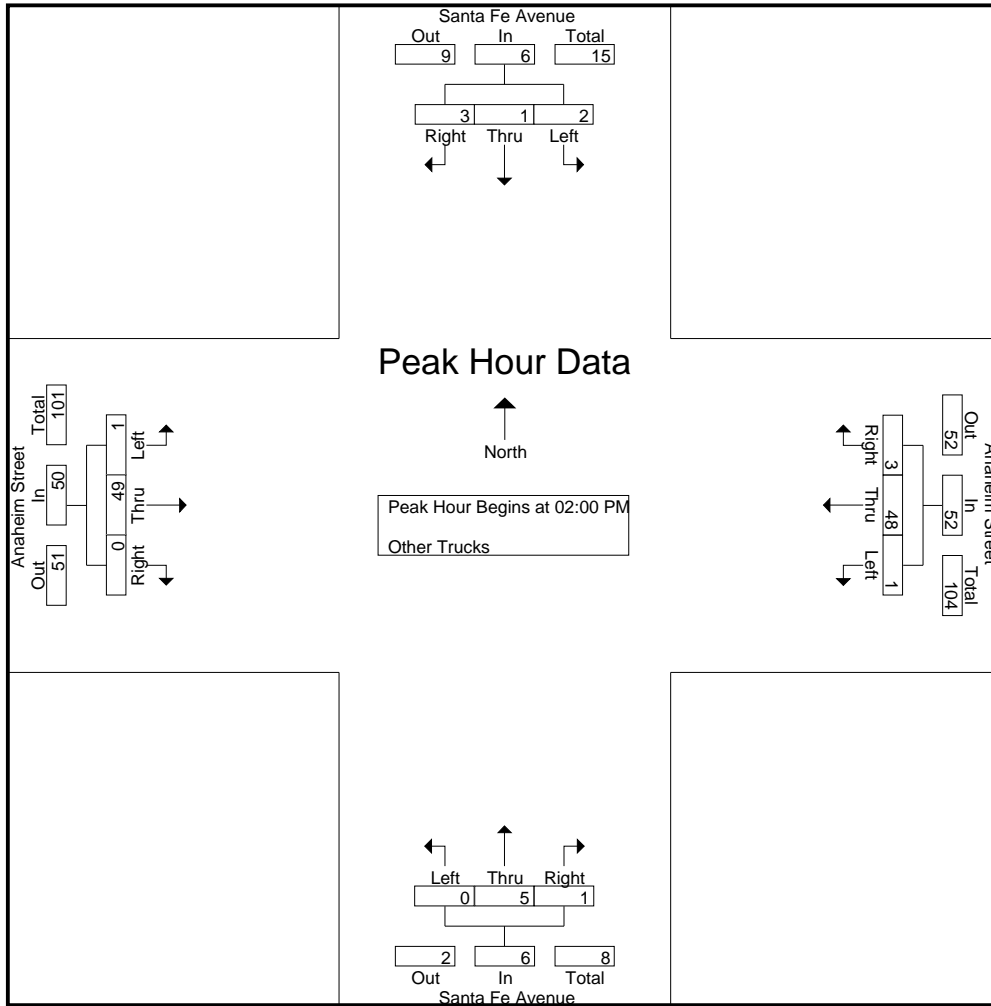
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	1	1	4	0	15	2	17	0	1	0	1	1	21	0	22	44
01:15 PM	2	1	1	4	1	26	1	28	0	0	0	0	1	12	0	13	45
01:30 PM	1	1	1	3	0	18	1	19	0	0	0	0	0	13	0	13	35
01:45 PM	1	0	2	3	1	11	1	13	0	1	0	1	0	19	0	19	36
Total	6	3	5	14	2	70	5	77	0	2	0	2	2	65	0	67	160
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
Grand Total	8	4	8	20	3	118	8	129	0	7	1	8	3	114	0	117	274
Apprch %	40	20	40		2.3	91.5	6.2		0	87.5	12.5		2.6	97.4	0		
Total %	2.9	1.5	2.9	7.3	1.1	43.1	2.9	47.1	0	2.6	0.4	2.9	1.1	41.6	0	42.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12	25
02:15 PM	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11	29
02:30 PM	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18	34
02:45 PM	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9	26
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50	114
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0		
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694	.838

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

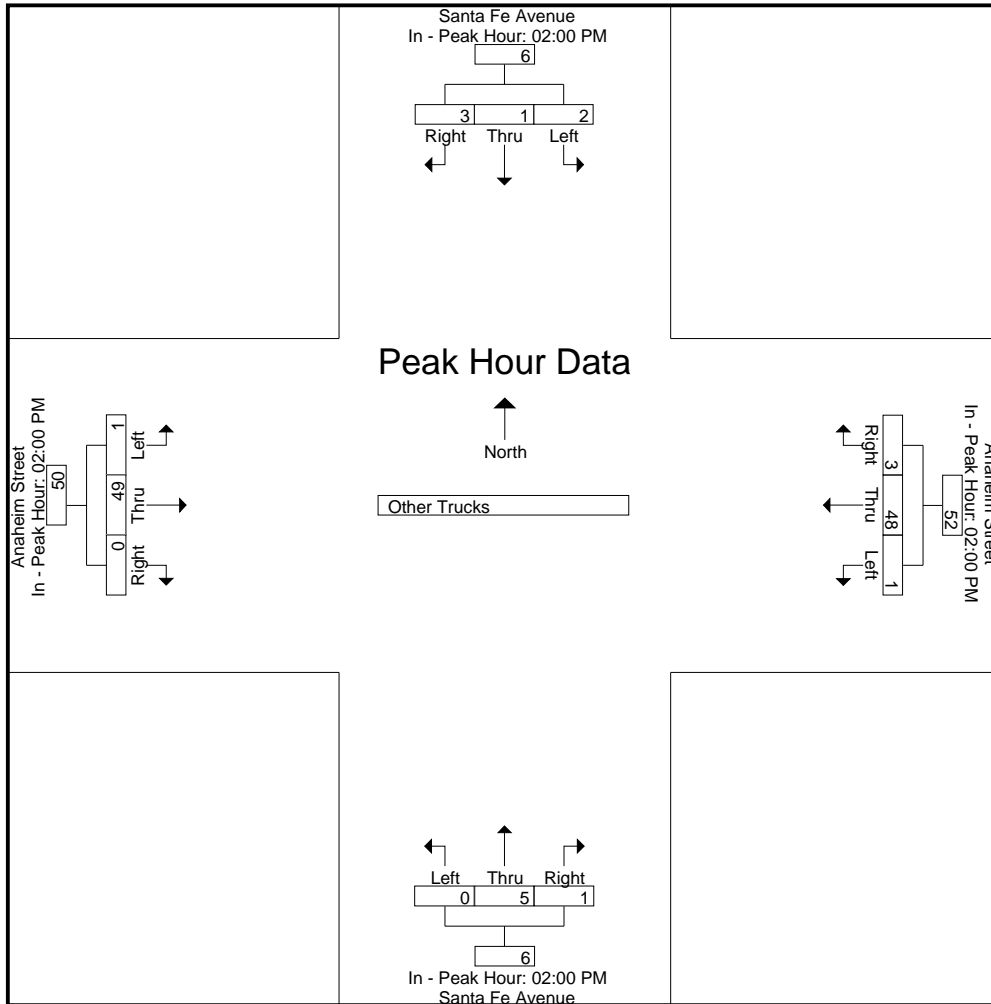
File Name : LBCSFANMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	1	1	3	0	10	0	10	0	0	0	0	0	12	0	12
+15 mins.	0	0	1	1	1	11	1	13	0	3	1	4	0	11	0	11
+30 mins.	1	0	1	2	0	12	0	12	0	2	0	2	1	17	0	18
+45 mins.	0	0	0	0	0	15	2	17	0	0	0	0	0	9	0	9
Total Volume	2	1	3	6	1	48	3	52	0	5	1	6	1	49	0	50
% App. Total	33.3	16.7	50		1.9	92.3	5.8		0	83.3	16.7		2	98	0	
PHF	.500	.250	.750	.500	.250	.800	.375	.765	.000	.417	.250	.375	.250	.721	.000	.694



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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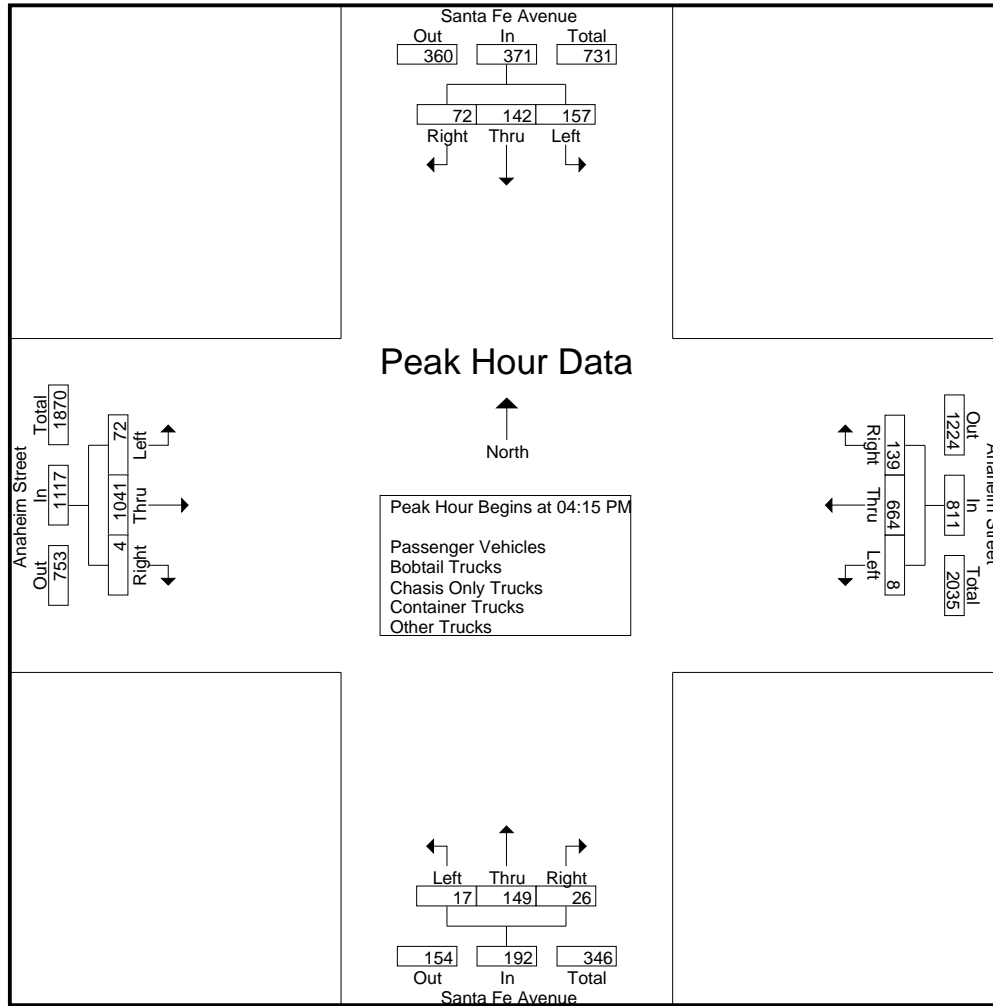
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	39	19	96	0	171	32	203	2	26	7	35	16	224	1	241	575
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
Total	145	153	77	375	7	695	131	833	17	141	27	185	69	970	3	1042	2435
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
05:15 PM	37	29	18	84	1	130	38	169	1	30	7	38	17	269	1	287	578
05:30 PM	44	26	17	87	1	120	24	145	1	24	6	31	16	223	0	239	502
05:45 PM	30	21	13	64	2	128	25	155	3	14	2	19	15	195	0	210	448
Total	161	104	62	327	5	518	127	650	7	102	21	130	67	982	3	1052	2159
Grand Total	306	257	139	702	12	1213	258	1483	24	243	48	315	136	1952	6	2094	4594
Apprch %	43.6	36.6	19.8		0.8	81.8	17.4		7.6	77.1	15.2		6.5	93.2	0.3		
Total %	6.7	5.6	3	15.3	0.3	26.4	5.6	32.3	0.5	5.3	1	6.9	3	42.5	0.1	45.6	
Passenger Vehicles	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
% Passenger Vehicles	94.4	98.4	86.3	94.3	83.3	77.7	95	80.7	83.3	95.9	89.6	94	87.5	82.9	83.3	83.2	84.8
Bobtail Trucks	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
% Bobtail Trucks	2	0.8	4.3	2	16.7	10.2	3.1	9	8.3	3.3	4.2	3.8	8.1	6.4	16.7	6.5	6.5
Chasis Only Trucks	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
% Chasis Only Trucks	0	0	0	0	0	0.8	0	0.7	4.2	0.4	0	0.6	0	1.1	0	1	0.7
Container Trucks	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
% Container Trucks	3.6	0	5.8	2.7	0	6.8	0.8	5.7	4.2	0.4	6.2	1.6	2.2	7.3	0	6.9	5.5
Other Trucks	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
% Other Trucks	0	0.8	3.6	1	0	4.5	1.2	3.8	0	0	0	0	2.2	2.3	0	2.3	2.4

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	41	44	16	101	3	184	35	222	5	24	3	32	16	231	1	248	603
04:30 PM	32	34	23	89	3	178	37	218	8	46	13	67	15	259	0	274	648
04:45 PM	34	36	19	89	1	162	27	190	2	45	4	51	22	256	1	279	609
05:00 PM	50	28	14	92	1	140	40	181	2	34	6	42	19	295	2	316	631
Total Volume	157	142	72	371	8	664	139	811	17	149	26	192	72	1041	4	1117	2491
% App. Total	42.3	38.3	19.4		1	81.9	17.1		8.9	77.6	13.5		6.4	93.2	0.4		
PHF	.785	.807	.783	.918	.667	.902	.869	.913	.531	.810	.500	.716	.818	.882	.500	.884	.961

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

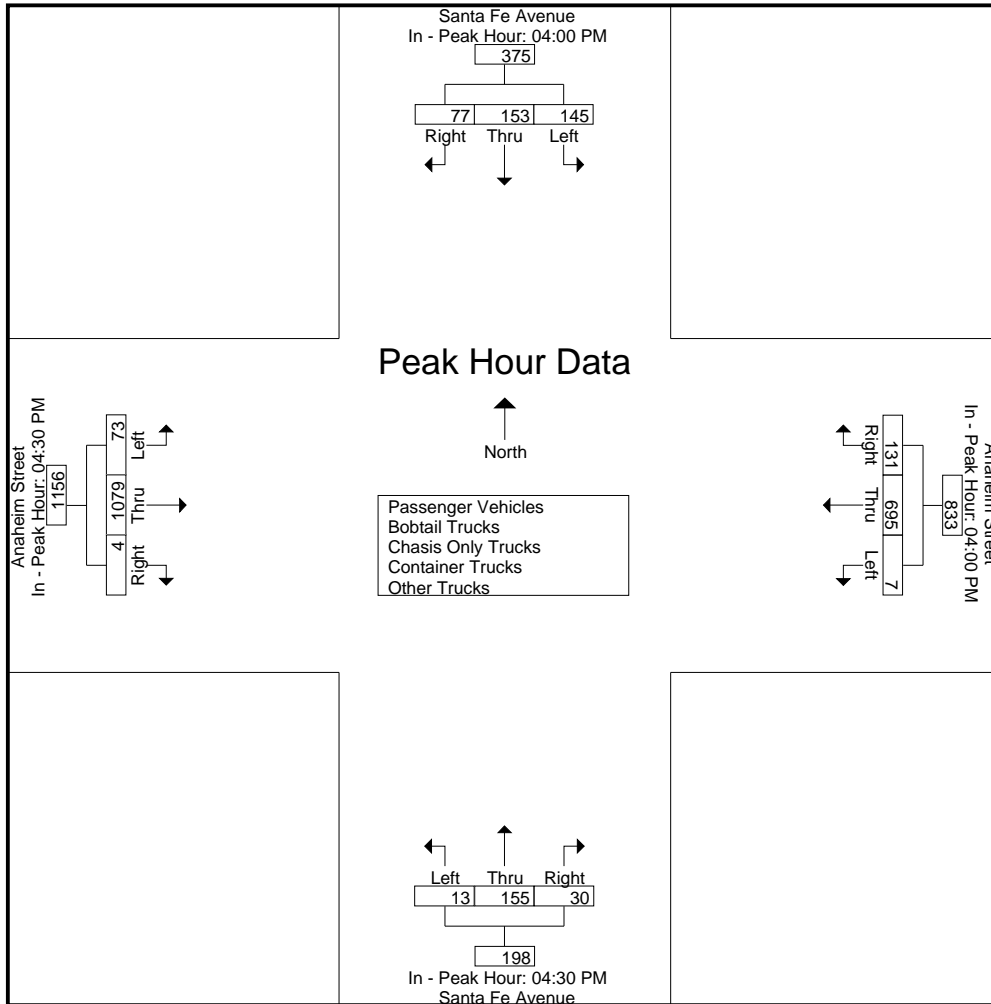
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	38	39	19	96	0	171	32	203	8	46	13	67	15	259	0	274
+15 mins.	41	44	16	101	3	184	35	222	2	45	4	51	22	256	1	279
+30 mins.	32	34	23	89	3	178	37	218	2	34	6	42	19	295	2	316
+45 mins.	34	36	19	89	1	162	27	190	1	30	7	38	17	269	1	287
Total Volume	145	153	77	375	7	695	131	833	13	155	30	198	73	1079	4	1156
% App. Total	38.7	40.8	20.5		0.8	83.4	15.7		6.6	78.3	15.2		6.3	93.3	0.3	
PHF	.884	.869	.837	.928	.583	.944	.885	.938	.406	.842	.577	.739	.830	.914	.500	.915



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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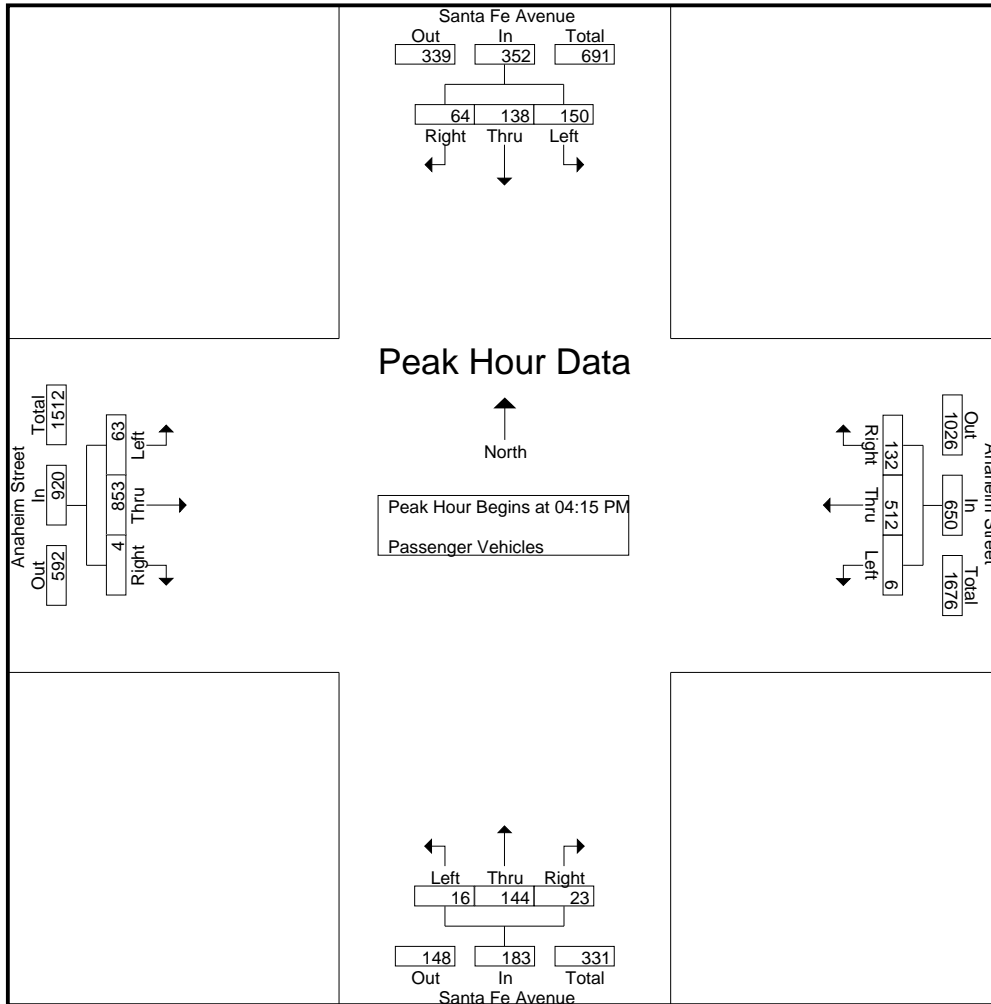
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	34	39	15	88	0	125	29	154	2	23	6	31	13	181	1	195	468
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
Total	135	150	68	353	5	525	125	655	16	135	23	174	60	793	3	856	2038
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
05:15 PM	35	29	17	81	1	105	38	144	0	28	7	35	15	225	0	240	500
05:30 PM	40	26	14	80	1	98	22	121	1	24	5	30	15	198	0	213	444
05:45 PM	30	21	10	61	2	102	24	128	1	14	2	17	13	162	0	175	381
Total	154	103	52	309	5	417	120	542	4	98	20	122	59	826	2	887	1860
Grand Total	289	253	120	662	10	942	245	1197	20	233	43	296	119	1619	5	1743	3898
Apprch %	43.7	38.2	18.1		0.8	78.7	20.5		6.8	78.7	14.5		6.8	92.9	0.3		
Total %	7.4	6.5	3.1	17	0.3	24.2	6.3	30.7	0.5	6	1.1	7.6	3.1	41.5	0.1	44.7	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206	506
04:30 PM	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230	550
04:45 PM	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225	514
05:00 PM	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259	535
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920	2105
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4		
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888	.957

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

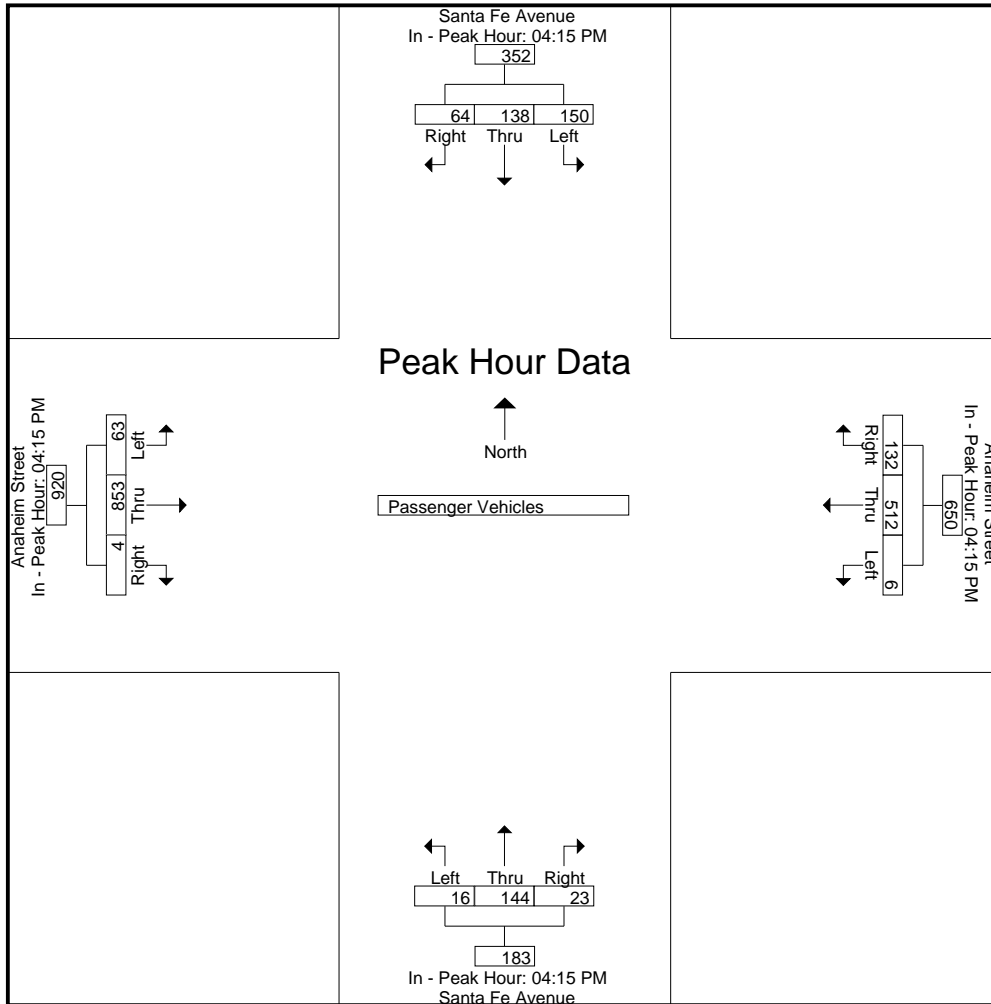
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	38	43	14	95	3	136	35	174	5	24	2	31	13	192	1	206
+15 mins.	29	33	21	83	1	139	35	175	7	44	11	62	15	215	0	230
+30 mins.	34	35	18	87	1	125	26	152	2	44	4	50	19	205	1	225
+45 mins.	49	27	11	87	1	112	36	149	2	32	6	40	16	241	2	259
Total Volume	150	138	64	352	6	512	132	650	16	144	23	183	63	853	4	920
% App. Total	42.6	39.2	18.2		0.9	78.8	20.3		8.7	78.7	12.6		6.8	92.7	0.4	
PHF	.765	.802	.762	.926	.500	.921	.917	.929	.571	.818	.523	.738	.829	.885	.500	.888



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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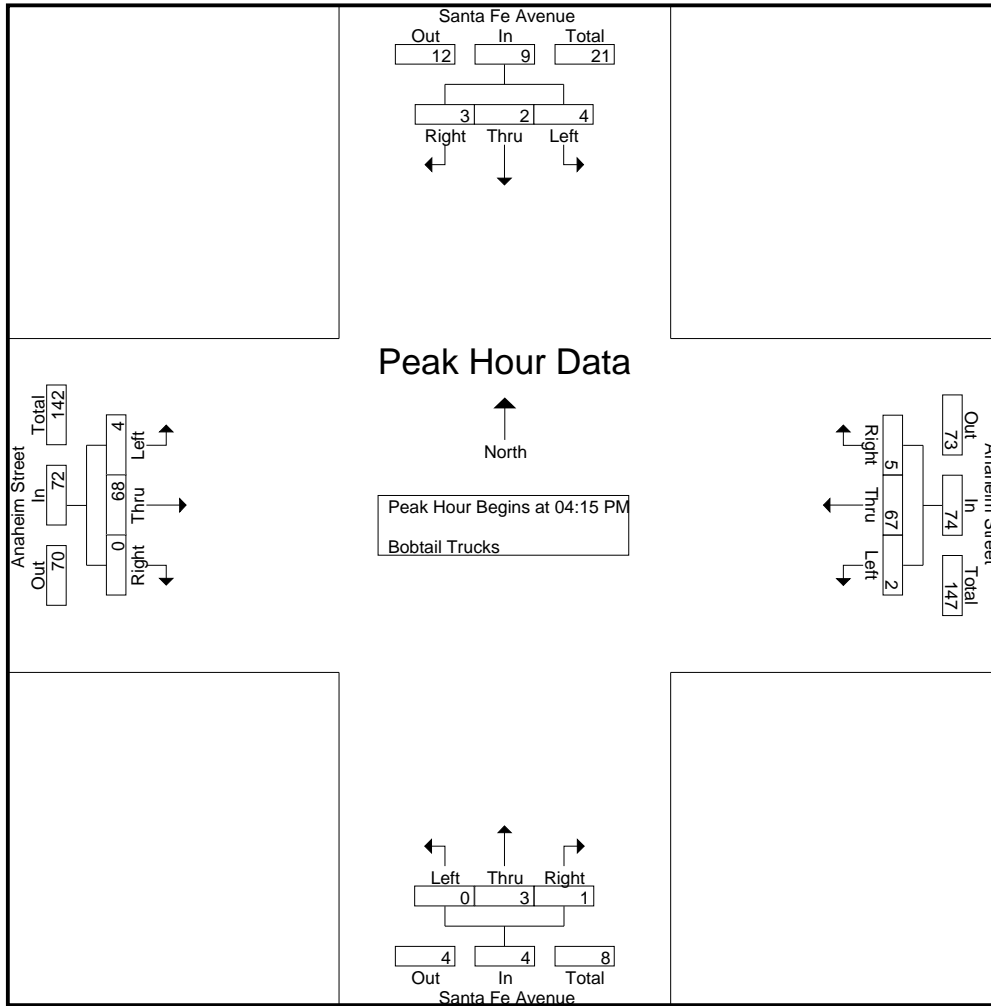
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	1	3	0	28	1	29	0	3	0	3	3	16	0	19	54
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
Total	6	2	2	10	2	83	3	88	0	5	1	6	5	58	0	63	167
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
05:15 PM	0	0	0	0	0	5	0	5	0	2	0	2	2	18	1	21	28
05:30 PM	0	0	1	1	0	13	1	14	0	0	1	1	1	10	0	11	27
05:45 PM	0	0	1	1	0	11	1	12	2	0	0	2	1	13	0	14	29
Total	0	0	4	4	0	41	5	46	2	3	1	6	6	67	1	74	130
Grand Total	6	2	6	14	2	124	8	134	2	8	2	12	11	125	1	137	297
Apprch %	42.9	14.3	42.9		1.5	92.5	6		16.7	66.7	16.7		8	91.2	0.7		
Total %	2	0.7	2	4.7	0.7	41.8	2.7	45.1	0.7	2.7	0.7	4	3.7	42.1	0.3	46.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14	40
04:30 PM	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14	37
04:45 PM	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16	36
05:00 PM	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28	46
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72	159
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0		
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643	.864

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

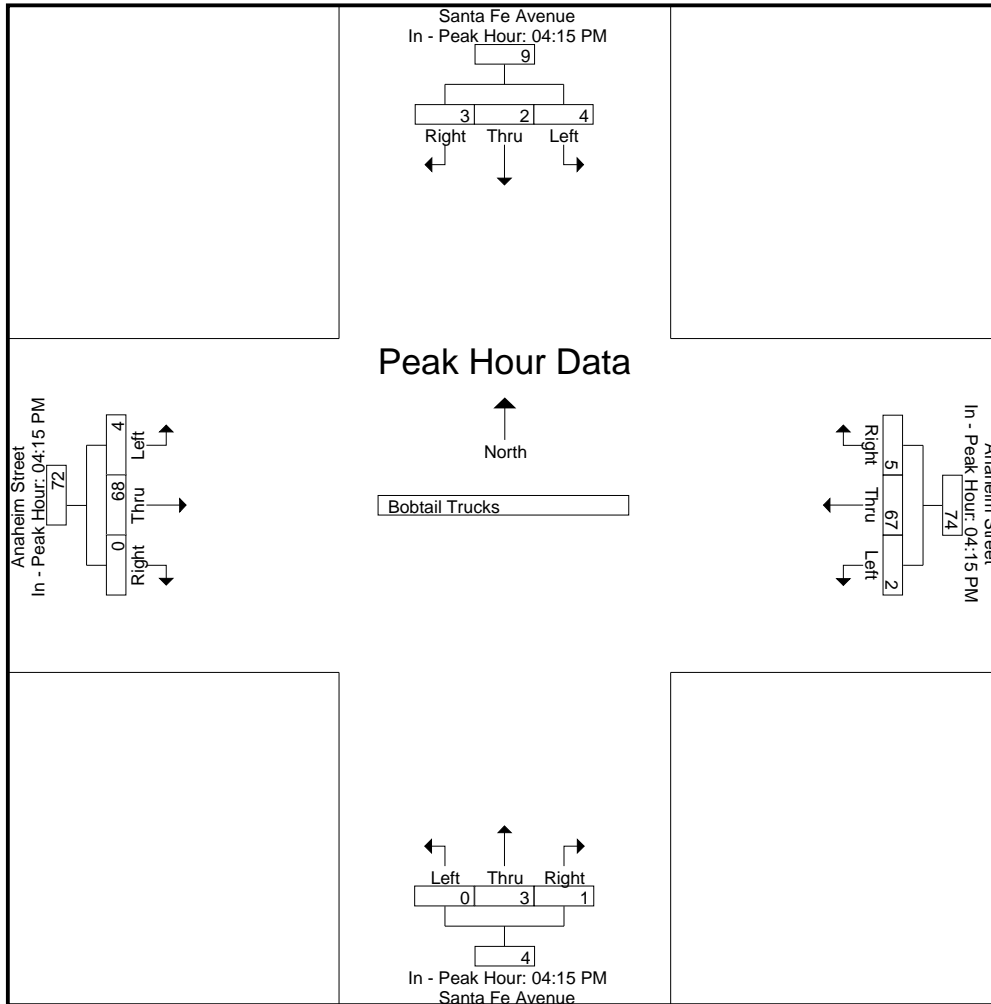
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	24	0	24	0	0	0	0	1	13	0	14
+15 mins.	2	1	1	4	2	14	1	17	0	1	1	2	0	14	0	14
+30 mins.	0	1	0	1	0	17	1	18	0	1	0	1	1	15	0	16
+45 mins.	0	0	2	2	0	12	3	15	0	1	0	1	2	26	0	28
Total Volume	4	2	3	9	2	67	5	74	0	3	1	4	4	68	0	72
% App. Total	44.4	22.2	33.3		2.7	90.5	6.8		0	75	25		5.6	94.4	0	
PHF	.500	.500	.375	.563	.250	.698	.417	.771	.000	.750	.250	.500	.500	.654	.000	.643



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
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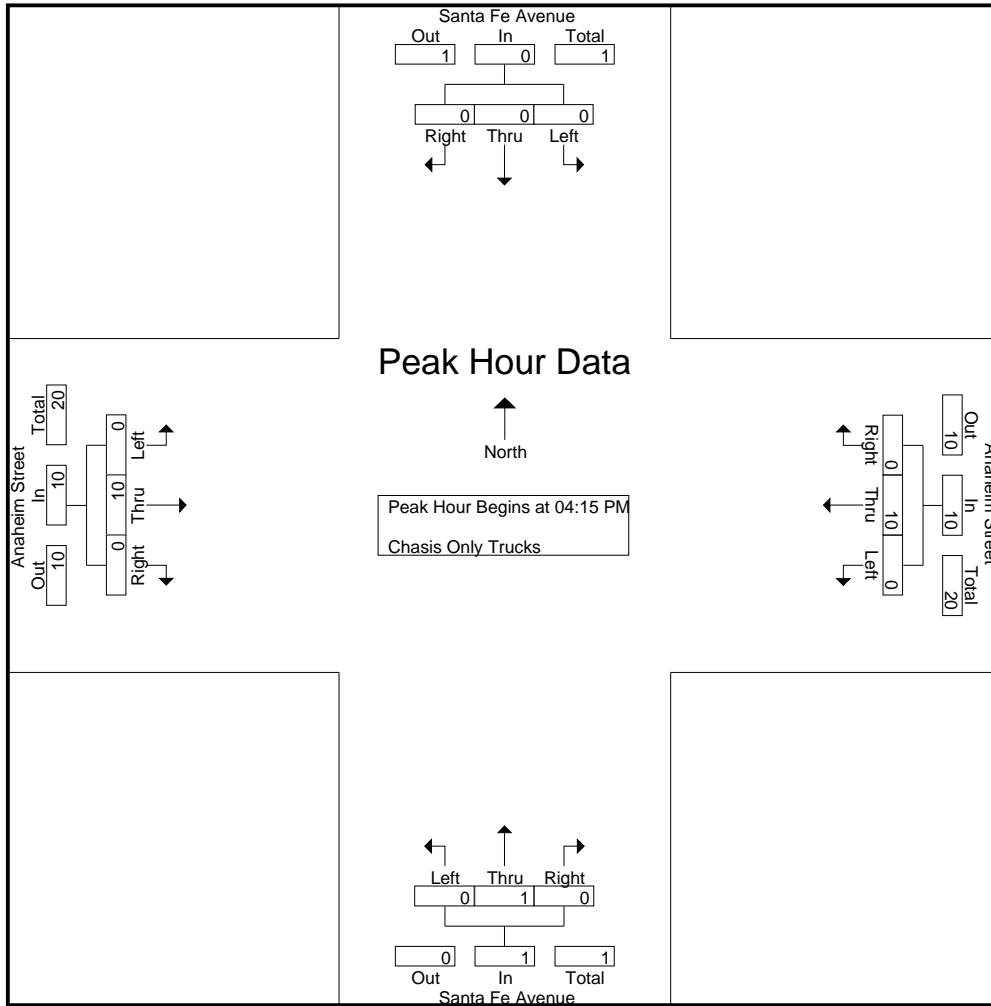
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	14	0	14	24
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	1	1	0	2	0	7	0	7	9
Grand Total	0	0	0	0	0	10	0	10	1	1	0	2	0	21	0	21	33
Apprch %	0	0	0		0	100	0		50	50	0		0	100	0		
Total %	0	0	0		0	30.3	0	30.3	3	3	0	6.1	0	63.6	0	63.6	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10	21
% App. Total	0	0	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357	.656

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

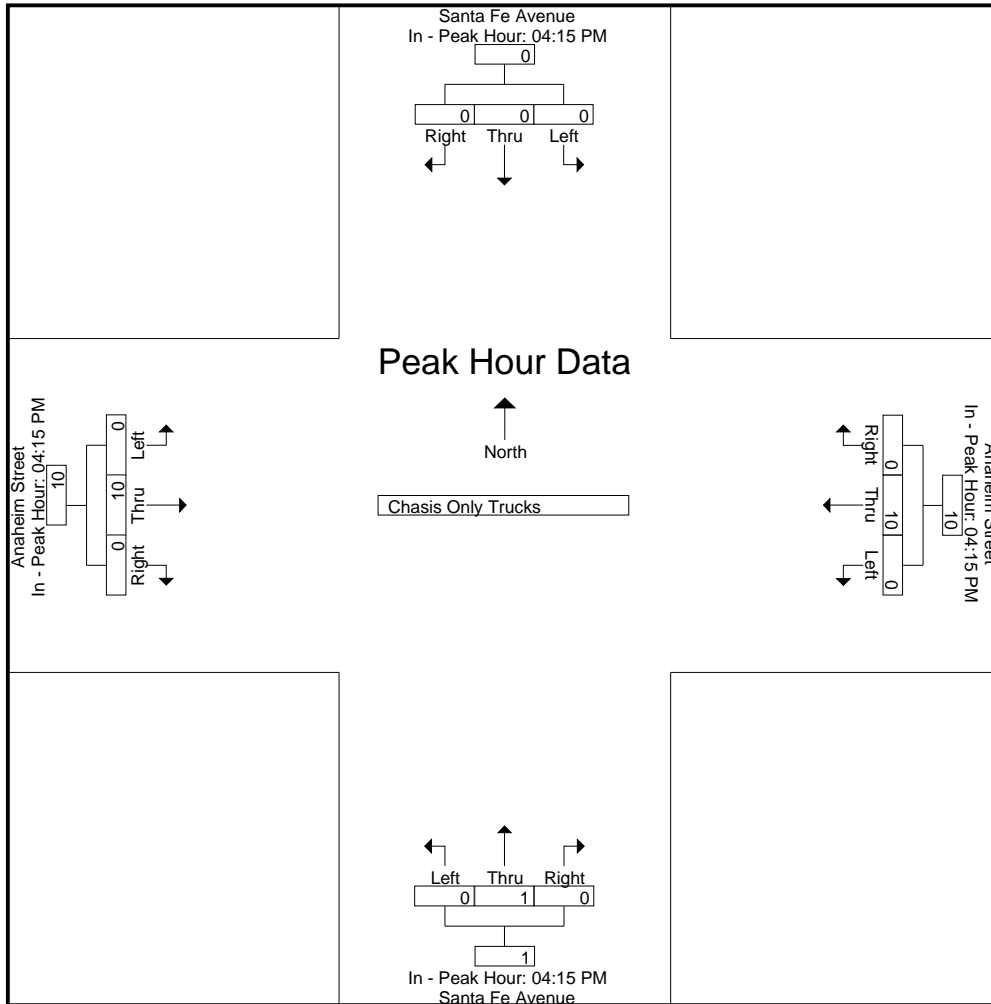
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	10	0	10	0	1	0	1	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	100	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.250	.000	.250	.000	.357	.000	.357



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
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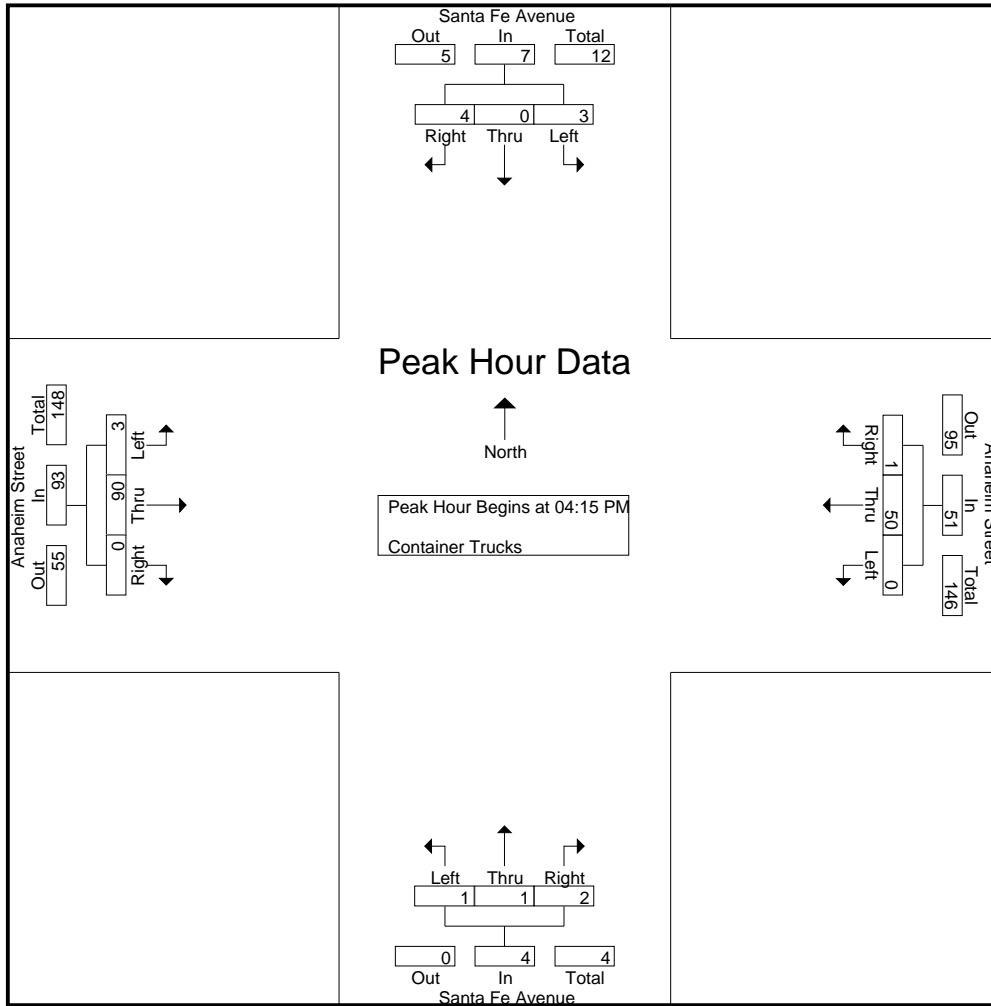
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	2	4	0	9	1	10	0	0	1	1	0	16	0	16	31
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
Total	4	0	5	9	0	51	2	53	1	1	3	5	2	82	0	84	151
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
05:15 PM	2	0	0	2	0	10	0	10	0	0	0	0	0	15	0	15	27
05:30 PM	4	0	0	4	0	8	0	8	0	0	0	0	0	11	0	11	23
05:45 PM	0	0	2	2	0	6	0	6	0	0	0	0	0	10	0	10	18
Total	7	0	3	10	0	32	0	32	0	0	0	0	1	60	0	61	103
Grand Total	11	0	8	19	0	83	2	85	1	1	3	5	3	142	0	145	254
Apprch %	57.9	0	42.1		0	97.6	2.4		20	20	60		2.1	97.9	0		
Total %	4.3	0	3.1	7.5	0	32.7	0.8	33.5	0.4	0.4	1.2	2	1.2	55.9	0	57.1	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21	40
04:30 PM	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20	41
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27	39
05:00 PM	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25	35
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93	155
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0		
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861	.945

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

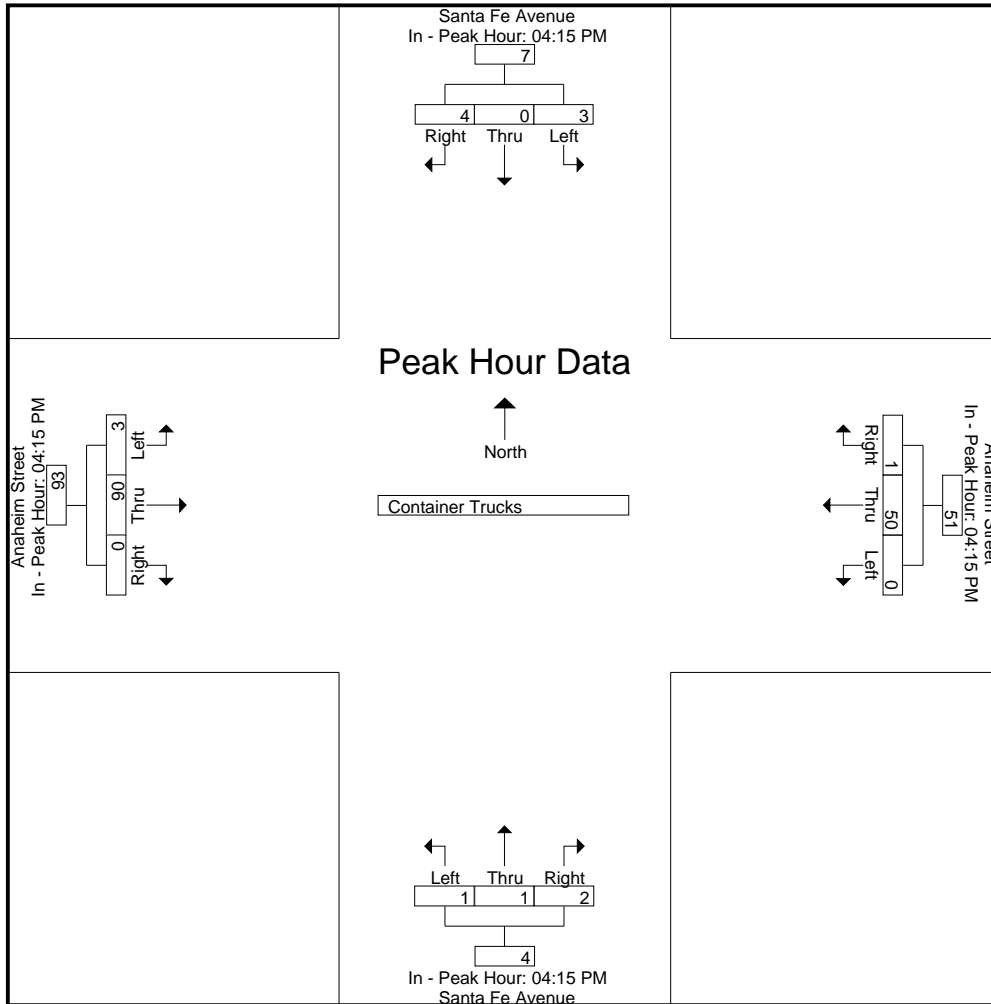
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	2	3	0	15	0	15	0	0	1	1	0	21	0	21
+15 mins.	1	0	1	2	0	15	1	16	1	1	1	3	0	20	0	20
+30 mins.	0	0	0	0	0	12	0	12	0	0	0	0	2	25	0	27
+45 mins.	1	0	1	2	0	8	0	8	0	0	0	0	1	24	0	25
Total Volume	3	0	4	7	0	50	1	51	1	1	2	4	3	90	0	93
% App. Total	42.9	0	57.1		0	98	2		25	25	50		3.2	96.8	0	
PHF	.750	.000	.500	.583	.000	.833	.250	.797	.250	.250	.500	.333	.375	.900	.000	.861



City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 1

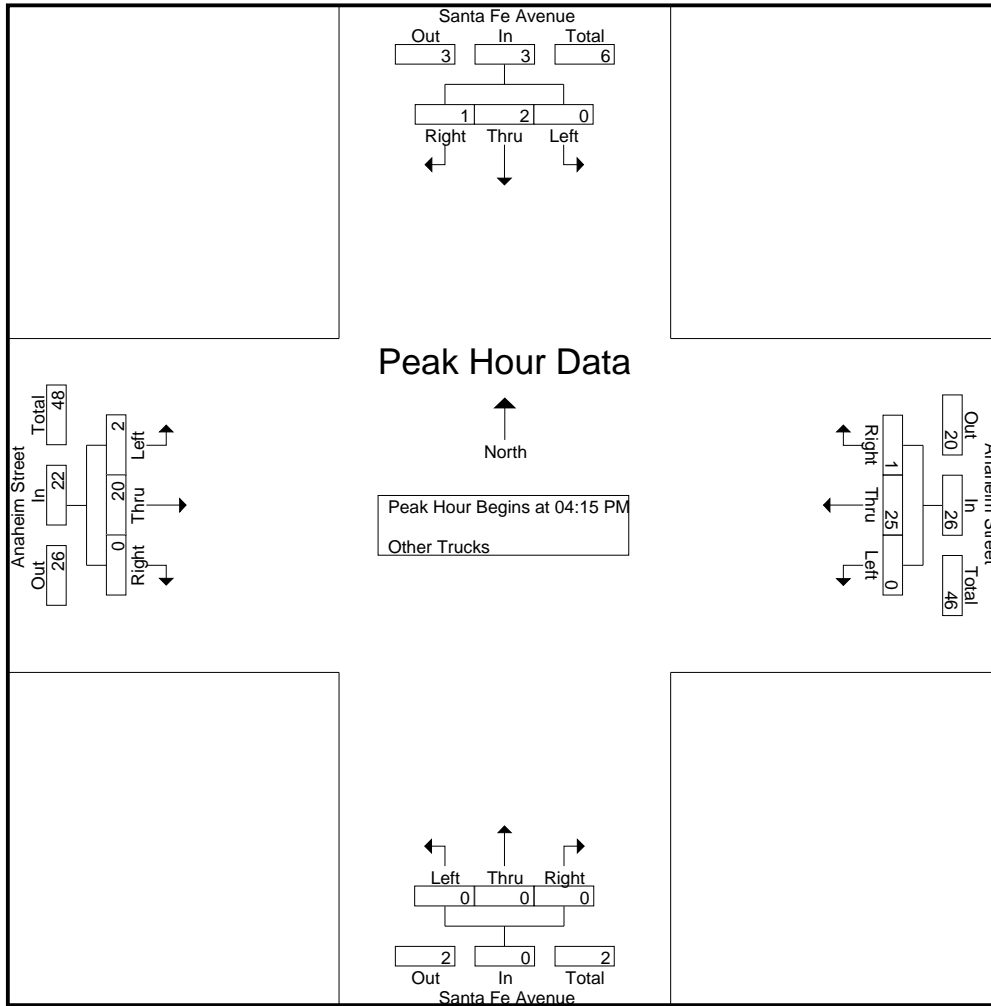
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	1	1	0	9	1	10	0	0	0	0	0	7	0	7	18
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
Total	0	1	2	3	0	26	1	27	0	0	0	0	2	23	0	25	55
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
05:15 PM	0	0	1	1	0	10	0	10	0	0	0	0	0	10	0	10	21
05:30 PM	0	0	2	2	0	1	1	2	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	9	0	9	0	0	0	0	1	8	0	9	18
Total	0	1	3	4	0	28	2	30	0	0	0	0	1	22	0	23	57
Grand Total	0	2	5	7	0	54	3	57	0	0	0	0	3	45	0	48	112
Apprch %	0	28.6	71.4		0	94.7	5.3		0	0	0		6.2	93.8	0		
Total %	0	1.8	4.5	6.2	0	48.2	2.7	50.9	0	0	0	0	2.7	40.2	0	42.9	

Start Time	Santa Fe Avenue Southbound				Anaheim Street Westbound				Santa Fe Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7	11
04:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:45 PM	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4	12
05:00 PM	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4	14
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22	51
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0		
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786	.911

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Anaheim Street
 Weather: Sunny

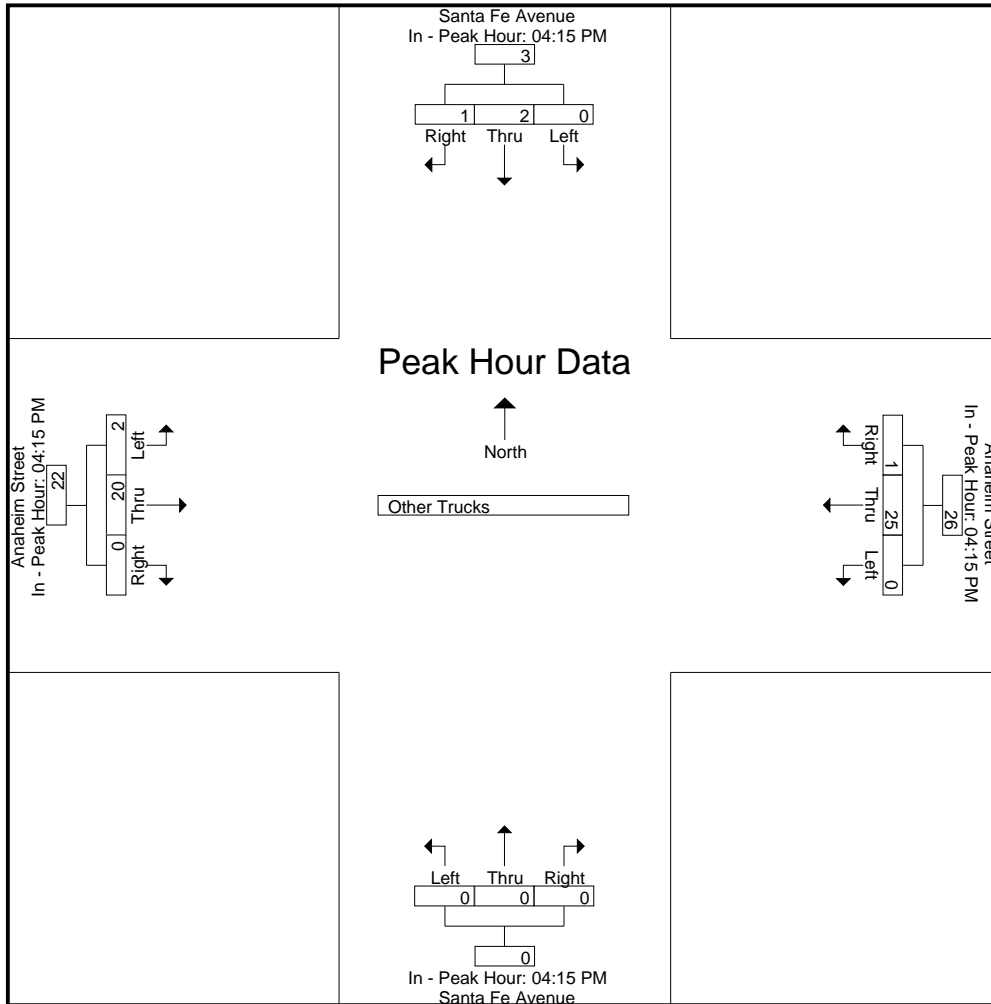
File Name : LBCSFANPM
 Site Code : 0000063
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	3	0	3	0	0	0	0	2	5	0	7
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7
+30 mins.	0	0	1	1	0	7	0	7	0	0	0	0	0	4	0	4
+45 mins.	0	1	0	1	0	8	1	9	0	0	0	0	0	4	0	4
Total Volume	0	2	1	3	0	25	1	26	0	0	0	0	2	20	0	22
% App. Total	0	66.7	33.3		0	96.2	3.8		0	0	0		9.1	90.9	0	
PHF	.000	.500	.250	.750	.000	.781	.250	.722	.000	.000	.000	.000	.250	.714	.000	.786



City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

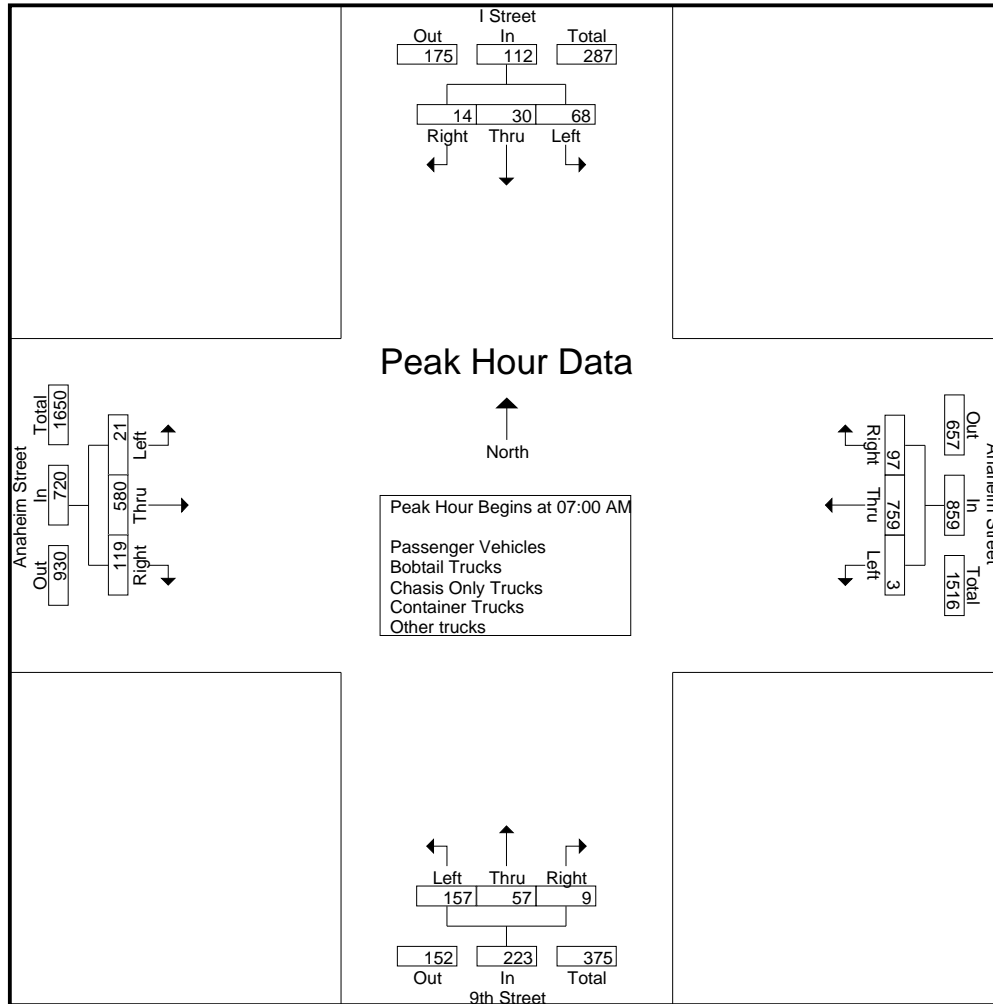
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	4	3	20	1	163	27	191	36	12	3	51	4	146	31	181	443
07:15 AM	21	4	3	28	1	178	22	201	43	8	1	52	7	169	29	205	486
07:30 AM	20	11	1	32	0	211	22	233	39	18	2	59	6	142	30	178	502
07:45 AM	14	11	7	32	1	207	26	234	39	19	3	61	4	123	29	156	483
Total	68	30	14	112	3	759	97	859	157	57	9	223	21	580	119	720	1914
08:00 AM	17	7	7	31	1	177	23	201	36	6	2	44	7	123	23	153	429
08:15 AM	22	5	8	35	1	163	15	179	33	6	2	41	6	121	24	151	406
08:30 AM	26	5	13	44	2	165	22	189	29	9	1	39	9	157	17	183	455
08:45 AM	27	5	3	35	1	159	36	196	28	6	0	34	9	123	13	145	410
Total	92	22	31	145	5	664	96	765	126	27	5	158	31	524	77	632	1700
Grand Total	160	52	45	257	8	1423	193	1624	283	84	14	381	52	1104	196	1352	3614
Apprch %	62.3	20.2	17.5		0.5	87.6	11.9		74.3	22	3.7		3.8	81.7	14.5		
Total %	4.4	1.4	1.2	7.1	0.2	39.4	5.3	44.9	7.8	2.3	0.4	10.5	1.4	30.5	5.4	37.4	
Passenger Vehicles	19	39	25	83	6	1281	81	1368	275	77	11	363	28	830	185	1043	2857
% Passenger Vehicles	11.9	75	55.6	32.3	75	90	42	84.2	97.2	91.7	78.6	95.3	53.8	75.2	94.4	77.1	79.1
Bobtail Trucks	33	9	8	50	0	32	35	67	2	3	2	7	13	72	2	87	211
% Bobtail Trucks	20.6	17.3	17.8	19.5	0	2.2	18.1	4.1	0.7	3.6	14.3	1.8	25	6.5	1	6.4	5.8
Chasis Only Trucks	1	0	3	4	0	1	3	4	0	2	0	2	0	2	0	2	12
% Chasis Only Trucks	0.6	0	6.7	1.6	0	0.1	1.6	0.2	0	2.4	0	0.5	0	0.2	0	0.1	0.3
Container Trucks	53	2	7	62	0	25	24	49	2	1	1	4	8	137	0	145	260
% Container Trucks	33.1	3.8	15.6	24.1	0	1.8	12.4	3	0.7	1.2	7.1	1	15.4	12.4	0	10.7	7.2
Other trucks	54	2	2	58	2	84	50	136	4	1	0	5	3	63	9	75	274
% Other trucks	33.8	3.8	4.4	22.6	25	5.9	25.9	8.4	1.4	1.2	0	1.3	5.8	5.7	4.6	5.5	7.6

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	4	3	20	1	163	27	191	36	12	3	51	4	146	31	181	443
07:15 AM	21	4	3	28	1	178	22	201	43	8	1	52	7	169	29	205	486
07:30 AM	20	11	1	32	0	211	22	233	39	18	2	59	6	142	30	178	502
07:45 AM	14	11	7	32	1	207	26	234	39	19	3	61	4	123	29	156	483
Total Volume	68	30	14	112	3	759	97	859	157	57	9	223	21	580	119	720	1914
% App. Total	60.7	26.8	12.5		0.3	88.4	11.3		70.4	25.6	4		2.9	80.6	16.5		
PHF	.810	.682	.500	.875	.750	.899	.898	.918	.913	.750	.750	.914	.750	.858	.960	.878	.953

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:15 AM				07:00 AM				07:00 AM			
+0 mins.	17	7	7	31	1	178	22	201	36	12	3	51	4	146	31	181
+15 mins.	22	5	8	35	0	211	22	233	43	8	1	52	7	169	29	205
+30 mins.	26	5	13	44	1	207	26	234	39	18	2	59	6	142	30	178
+45 mins.	27	5	3	35	1	177	23	201	39	19	3	61	4	123	29	156
Total Volume	92	22	31	145	3	773	93	869	157	57	9	223	21	580	119	720
% App. Total	63.4	15.2	21.4		0.3	89	10.7		70.4	25.6	4		2.9	80.6	16.5	
PHF	.852	.786	.596	.824	.750	.916	.894	.928	.913	.750	.750	.914	.750	.858	.960	.878

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

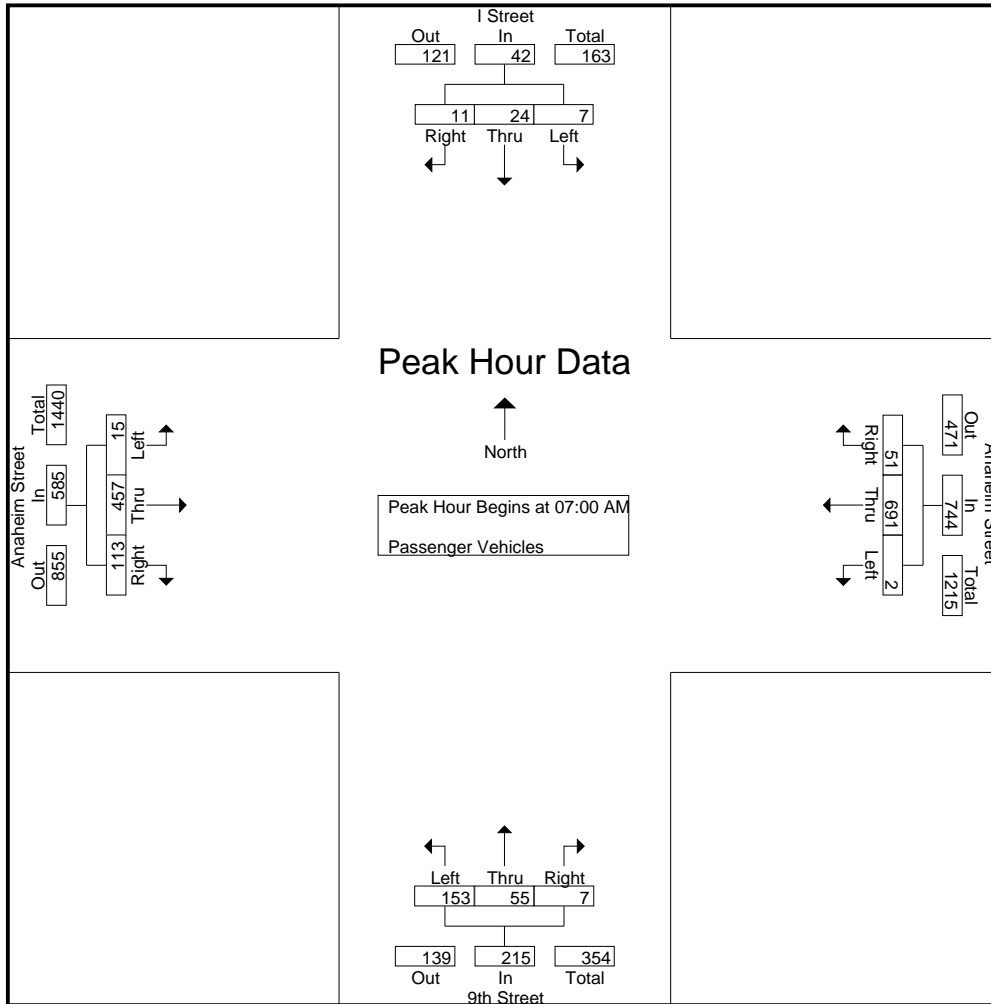
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156	379
07:15 AM	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175	410
07:30 AM	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135	405
07:45 AM	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119	392
Total	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585	1586
08:00 AM	4	5	3	12	0	161	12	173	35	5	2	42	3	94	22	119	346
08:15 AM	3	4	7	14	1	143	3	147	33	6	2	41	2	86	21	109	311
08:30 AM	3	4	3	10	2	144	8	154	28	6	0	34	6	113	17	136	334
08:45 AM	2	2	1	5	1	142	7	150	26	5	0	31	2	80	12	94	280
Total	12	15	14	41	4	590	30	624	122	22	4	148	13	373	72	458	1271
Grand Total	19	39	25	83	6	1281	81	1368	275	77	11	363	28	830	185	1043	2857
Apprch %	22.9	47	30.1		0.4	93.6	5.9		75.8	21.2	3		2.7	79.6	17.7		
Total %	0.7	1.4	0.9	2.9	0.2	44.8	2.8	47.9	9.6	2.7	0.4	12.7	1	29.1	6.5	36.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156	379
07:15 AM	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175	410
07:30 AM	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135	405
07:45 AM	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119	392
Total Volume	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585	1586
% App. Total	16.7	57.1	26.2		0.3	92.9	6.9		71.2	25.6	3.3		2.6	78.1	19.3		
PHF	.438	.600	.393	.700	.500	.900	.708	.921	.911	.764	.583	.911	.625	.799	.942	.836	.967

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	4	2	7	0	150	18	168	35	12	1	48	3	123	30	156
+15 mins.	4	3	2	9	1	164	10	175	42	8	1	51	6	143	26	175
+30 mins.	1	10	0	11	0	192	10	202	37	18	2	57	3	103	29	135
+45 mins.	1	7	7	15	1	185	13	199	39	17	3	59	3	88	28	119
Total Volume	7	24	11	42	2	691	51	744	153	55	7	215	15	457	113	585
% App. Total	16.7	57.1	26.2		0.3	92.9	6.9		71.2	25.6	3.3		2.6	78.1	19.3	
PHF	.438	.600	.393	.700	.500	.900	.708	.921	.911	.764	.583	.911	.625	.799	.942	.836

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

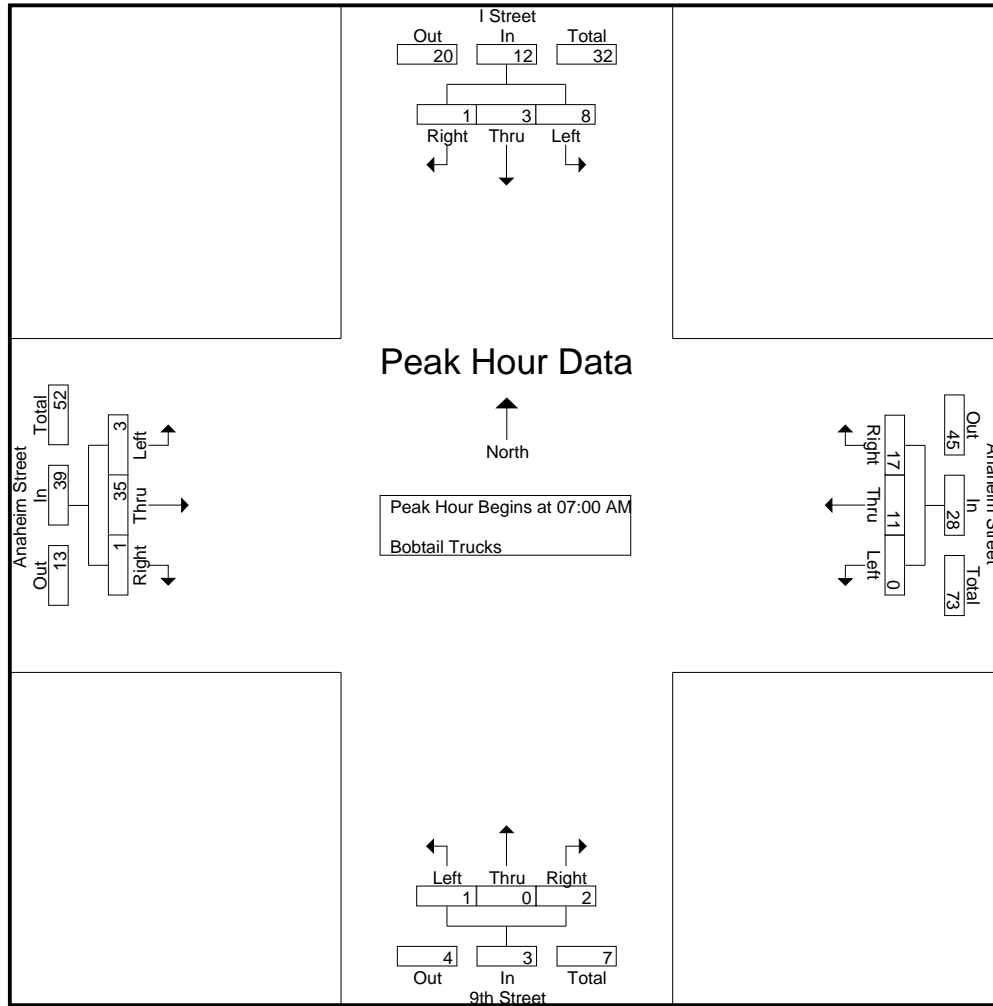
Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3	13
07:15 AM	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7	14
07:30 AM	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16	26
07:45 AM	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13	29
Total	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39	82
08:00 AM	1	2	2	5	0	4	3	7	1	0	0	1	1	10	0	11	24
08:15 AM	1	1	0	2	0	6	3	9	0	0	0	0	3	5	1	9	20
08:30 AM	9	1	5	15	0	7	5	12	0	3	0	3	2	10	0	12	42
08:45 AM	14	2	0	16	0	4	7	11	0	0	0	0	4	12	0	16	43
Total	25	6	7	38	0	21	18	39	1	3	0	4	10	37	1	48	129
Grand Total	33	9	8	50	0	32	35	67	2	3	2	7	13	72	2	87	211
Apprch %	66	18	16		0	47.8	52.2		28.6	42.9	28.6		14.9	82.8	2.3		
Total %	15.6	4.3	3.8	23.7	0	15.2	16.6	31.8	0.9	1.4	0.9	3.3	6.2	34.1	0.9	41.2	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3	13
07:15 AM	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7	14
07:30 AM	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16	26
07:45 AM	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13	29
Total Volume	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39	82
% App. Total	66.7	25	8.3		0	39.3	60.7		33.3	0	66.7		7.7	89.7	2.6		
PHF	.667	.250	.250	.600	.000	.550	.708	.636	.250	.000	.250	.250	.375	.673	.250	.609	.707

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	4	3	7	1	0	2	3	0	3	0	3
+15 mins.	3	0	1	4	0	1	2	3	0	0	0	0	1	6	0	7
+30 mins.	3	0	0	3	0	1	6	7	0	0	0	0	2	13	1	16
+45 mins.	2	3	0	5	0	5	6	11	0	0	0	0	0	13	0	13
Total Volume	8	3	1	12	0	11	17	28	1	0	2	3	3	35	1	39
% App. Total	66.7	25	8.3		0	39.3	60.7		33.3	0	66.7		7.7	89.7	2.6	
PHF	.667	.250	.250	.600	.000	.550	.708	.636	.250	.000	.250	.250	.375	.673	.250	.609

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

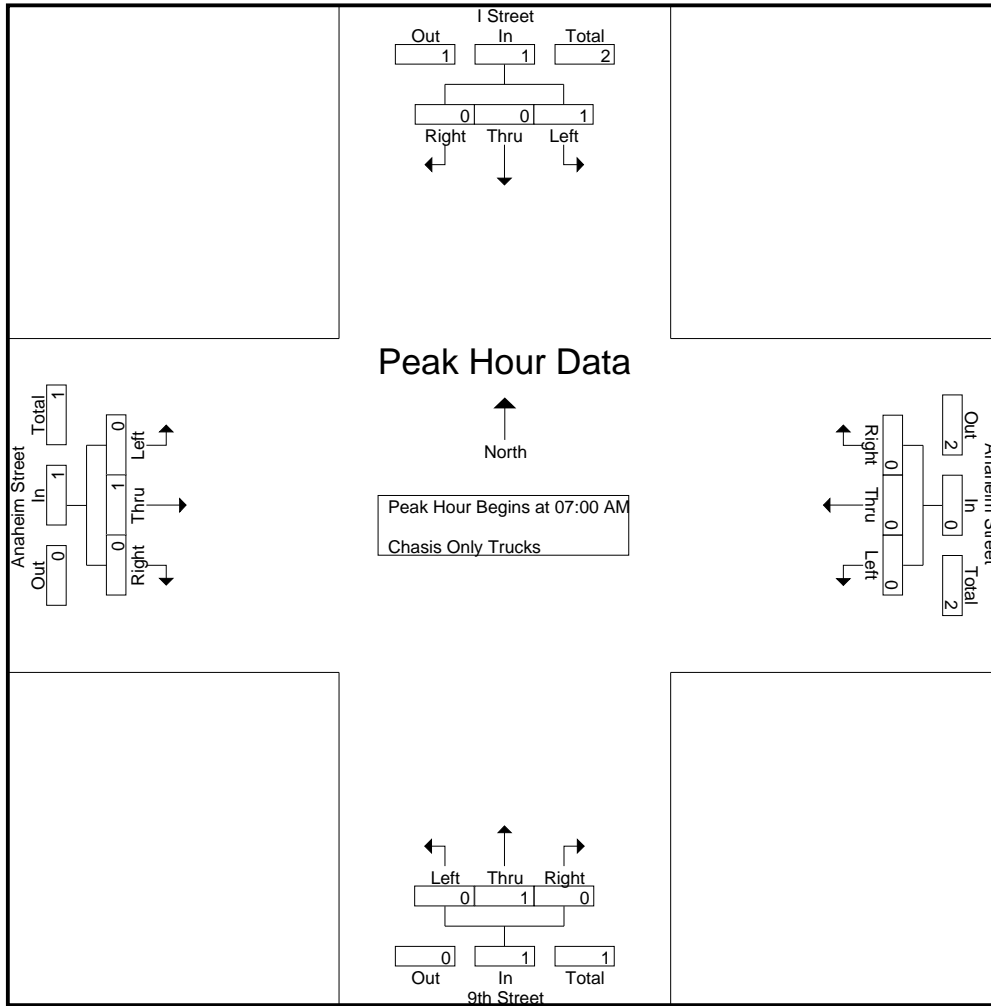
Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	1	0	0	1	0	0	0	0	0	0	1	0	1	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	2
08:30 AM	0	0	3	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	0	3
Total	0	0	3	3	0	1	3	4	0	1	0	1	0	1	0	1	0	9
Grand Total	1	0	3	4	0	1	3	4	0	2	0	2	0	2	0	2	0	12
Apprch %	25	0	75		0	25	75		0	100	0		0	100	0			
Total %	8.3	0	25	33.3	0	8.3	25	33.3	0	16.7	0	16.7	0	16.7	0	16.7		

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	2
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	0	3
% App. Total	100	0	0		0	0	0		0	100	0		0	100	0			
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250		.375

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1
Total Volume	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1
% App. Total	100	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

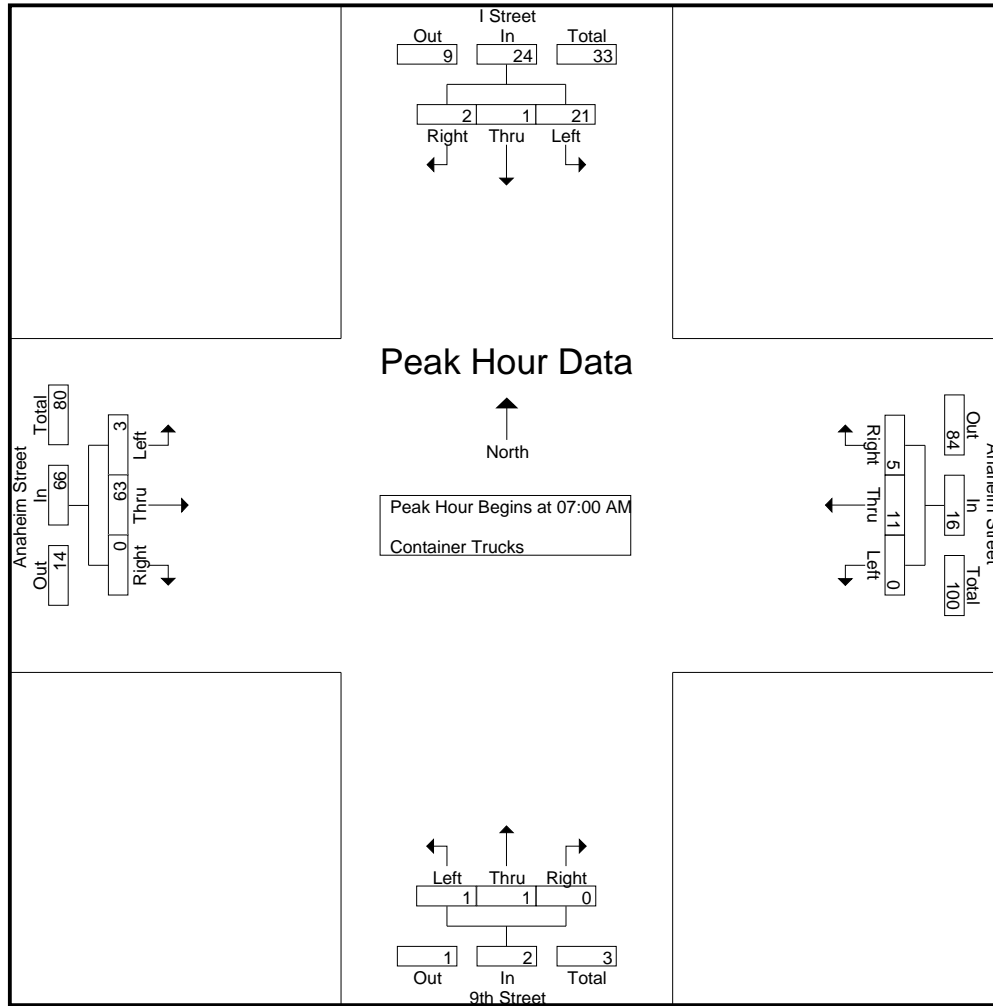
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16	24
07:15 AM	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15	21
07:30 AM	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21	36
07:45 AM	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14	27
Total	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66	108
08:00 AM	6	0	2	8	0	0	1	1	0	0	0	0	2	15	0	17	26
08:15 AM	10	0	1	11	0	7	1	8	0	0	0	0	1	22	0	23	42
08:30 AM	9	0	2	11	0	3	3	6	0	0	1	1	1	17	0	18	36
08:45 AM	7	1	0	8	0	4	14	18	1	0	0	1	1	20	0	21	48
Total	32	1	5	38	0	14	19	33	1	0	1	2	5	74	0	79	152
Grand Total	53	2	7	62	0	25	24	49	2	1	1	4	8	137	0	145	260
Apprch %	85.5	3.2	11.3		0	51	49		50	25	25		5.5	94.5	0		
Total %	20.4	0.8	2.7	23.8	0	9.6	9.2	18.8	0.8	0.4	0.4	1.5	3.1	52.7	0	55.8	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16	24
07:15 AM	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15	21
07:30 AM	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21	36
07:45 AM	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14	27
Total Volume	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66	108
% App. Total	87.5	4.2	8.3		0	68.8	31.2		50	50	0		4.5	95.5	0		
PHF	.583	.250	.500	.545	.000	.344	.625	.500	.250	.250	.000	.500	.750	.788	.000	.786	.750

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	5	0	1	6	0	1	1	2	0	0	0	0	1	15	0	16
+15 mins.	3	0	0	3	0	1	2	3	0	0	0	0	0	15	0	15
+30 mins.	9	1	1	11	0	1	2	3	1	0	0	1	1	20	0	21
+45 mins.	4	0	0	4	0	8	0	8	0	1	0	1	1	13	0	14
Total Volume	21	1	2	24	0	11	5	16	1	1	0	2	3	63	0	66
% App. Total	87.5	4.2	8.3		0	68.8	31.2		50	50	0		4.5	95.5	0	
PHF	.583	.250	.500	.545	.000	.344	.625	.500	.250	.250	.000	.500	.750	.788	.000	.786

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

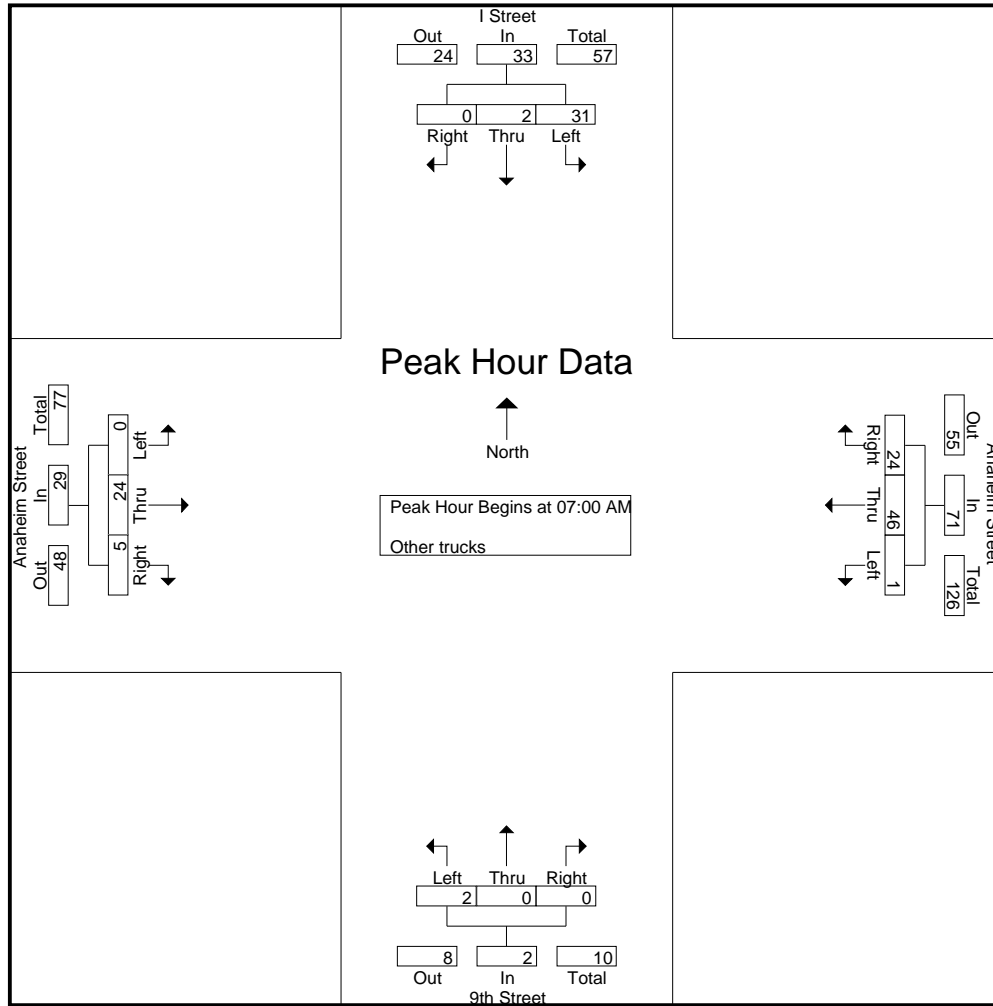
Groups Printed- Other trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6	26
07:15 AM	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8	41
07:30 AM	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6	35
07:45 AM	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9	33
Total	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29	135
08:00 AM	6	0	0	6	1	12	7	20	0	1	0	1	1	4	1	6	33
08:15 AM	8	0	0	8	0	7	7	14	0	0	0	0	0	7	2	9	31
08:30 AM	5	0	0	5	0	10	6	16	1	0	0	1	0	17	0	17	39
08:45 AM	4	0	2	6	0	9	6	15	1	0	0	1	2	11	1	14	36
Total	23	0	2	25	1	38	26	65	2	1	0	3	3	39	4	46	139
Grand Total	54	2	2	58	2	84	50	136	4	1	0	5	3	63	9	75	274
Apprch %	93.1	3.4	3.4		1.5	61.8	36.8		80	20	0		4	84	12		
Total %	19.7	0.7	0.7	21.2	0.7	30.7	18.2	49.6	1.5	0.4	0	1.8	1.1	23	3.3	27.4	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6	26
07:15 AM	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8	41
07:30 AM	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6	35
07:45 AM	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9	33
Total Volume	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29	135
% App. Total	93.9	6.1	0		1.4	64.8	33.8		100	0	0		0	82.8	17.2		
PHF	.705	.500	.000	.688	.250	.676	.750	.845	.500	.000	.000	.500	.000	.750	.417	.806	.823

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANAM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	0	0	6	1	8	5	14	0	0	0	0	0	5	1	6
+15 mins.	11	1	0	12	0	12	8	20	1	0	0	1	0	5	3	8
+30 mins.	7	0	0	7	0	17	4	21	1	0	0	1	0	6	0	6
+45 mins.	7	1	0	8	0	9	7	16	0	0	0	0	0	8	1	9
Total Volume	31	2	0	33	1	46	24	71	2	0	0	2	0	24	5	29
% App. Total	93.9	6.1	0		1.4	64.8	33.8		100	0	0		0	82.8	17.2	
PHF	.705	.500	.000	.688	.250	.676	.750	.845	.500	.000	.000	.500	.000	.750	.417	.806

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

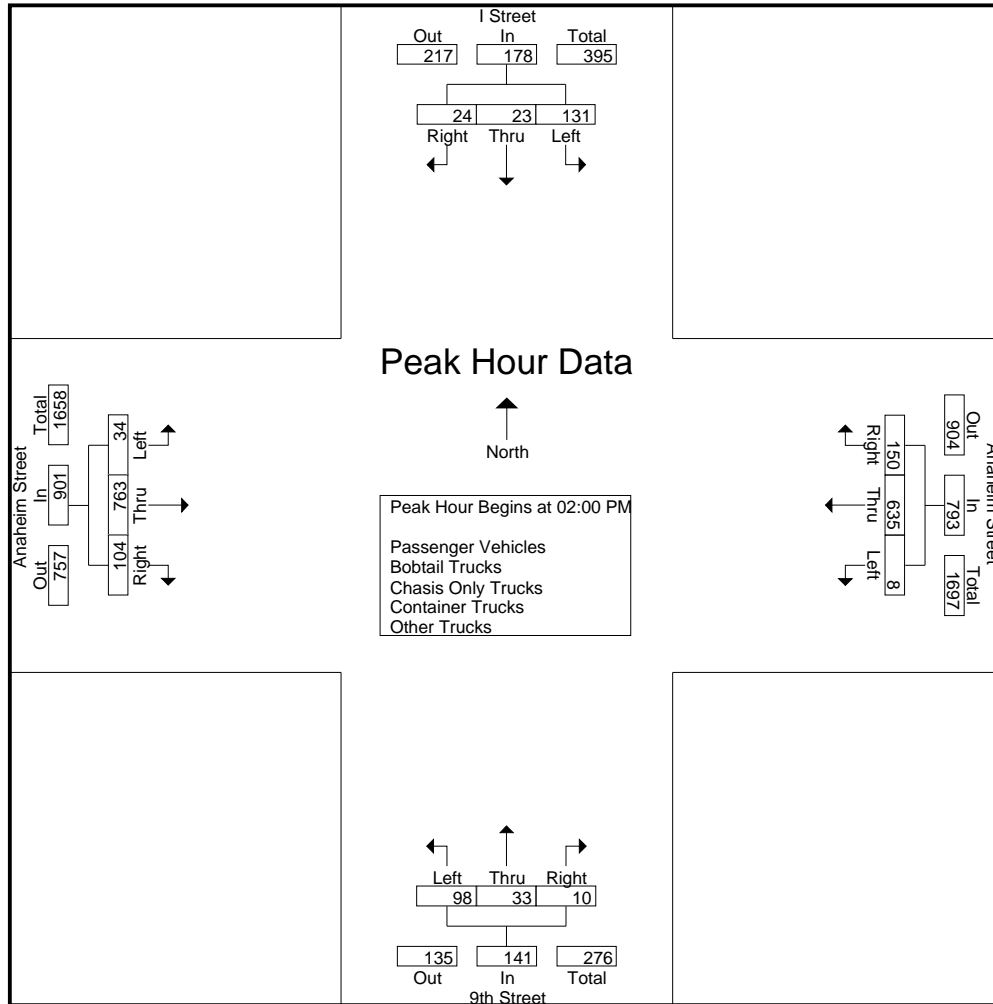
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	18	8	3	29	3	162	29	194	11	6	1	18	7	171	32	210	451
01:15 PM	19	3	8	30	3	181	35	219	25	4	2	31	15	158	18	191	471
01:30 PM	21	6	2	29	2	143	41	186	23	8	1	32	11	168	23	202	449
01:45 PM	19	5	3	27	1	145	41	187	26	4	0	30	12	192	18	222	466
Total	77	22	16	115	9	631	146	786	85	22	4	111	45	689	91	825	1837
02:00 PM	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212	471
02:15 PM	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217	504
02:30 PM	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233	530
02:45 PM	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239	508
Total	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901	2013
Grand Total	208	45	40	293	17	1266	296	1579	183	55	14	252	79	1452	195	1726	3850
Apprch %	71	15.4	13.7		1.1	80.2	18.7		72.6	21.8	5.6		4.6	84.1	11.3		
Total %	5.4	1.2	1	7.6	0.4	32.9	7.7	41	4.8	1.4	0.4	6.5	2.1	37.7	5.1	44.8	
Passenger Vehicles	41	30	25	96	12	1006	71	1089	168	31	12	211	35	1201	179	1415	2811
% Passenger Vehicles	19.7	66.7	62.5	32.8	70.6	79.5	24	69	91.8	56.4	85.7	83.7	44.3	82.7	91.8	82	73
Bobtail Trucks	66	7	9	82	2	61	69	132	7	16	0	23	26	76	7	109	346
% Bobtail Trucks	31.7	15.6	22.5	28	11.8	4.8	23.3	8.4	3.8	29.1	0	9.1	32.9	5.2	3.6	6.3	9
Chasis Only Trucks	23	2	0	25	0	7	4	11	0	2	0	2	1	3	0	4	42
% Chasis Only Trucks	11.1	4.4	0	8.5	0	0.6	1.4	0.7	0	3.6	0	0.8	1.3	0.2	0	0.2	1.1
Container Trucks	40	3	4	47	0	94	108	202	4	4	1	9	8	93	6	107	365
% Container Trucks	19.2	6.7	10	16	0	7.4	36.5	12.8	2.2	7.3	7.1	3.6	10.1	6.4	3.1	6.2	9.5
Other Trucks	38	3	2	43	3	98	44	145	4	2	1	7	9	79	3	91	286
% Other Trucks	18.3	6.7	5	14.7	17.6	7.7	14.9	9.2	2.2	3.6	7.1	2.8	11.4	5.4	1.5	5.3	7.4

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212	471
02:15 PM	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217	504
02:30 PM	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233	530
02:45 PM	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239	508
Total Volume	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901	2013
% App. Total	73.6	12.9	13.5		1	80.1	18.9		69.5	23.4	7.1		3.8	84.7	11.5		
PHF	.963	.719	.545	.890	.667	.887	.872	.889	.817	.825	.833	.860	.567	.935	.788	.942	.950

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	34	8	3	45	2	134	37	173	30	9	2	41	15	181	16	212
+15 mins.	32	7	11	50	3	160	39	202	23	10	2	35	8	178	31	217
+30 mins.	32	3	6	41	1	179	43	223	23	7	3	33	5	204	24	233
+45 mins.	33	5	4	42	2	162	31	195	22	7	3	32	6	200	33	239
Total Volume	131	23	24	178	8	635	150	793	98	33	10	141	34	763	104	901
% App. Total	73.6	12.9	13.5		1	80.1	18.9		69.5	23.4	7.1		3.8	84.7	11.5	
PHF	.963	.719	.545	.890	.667	.887	.872	.889	.817	.825	.833	.860	.567	.935	.788	.942

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

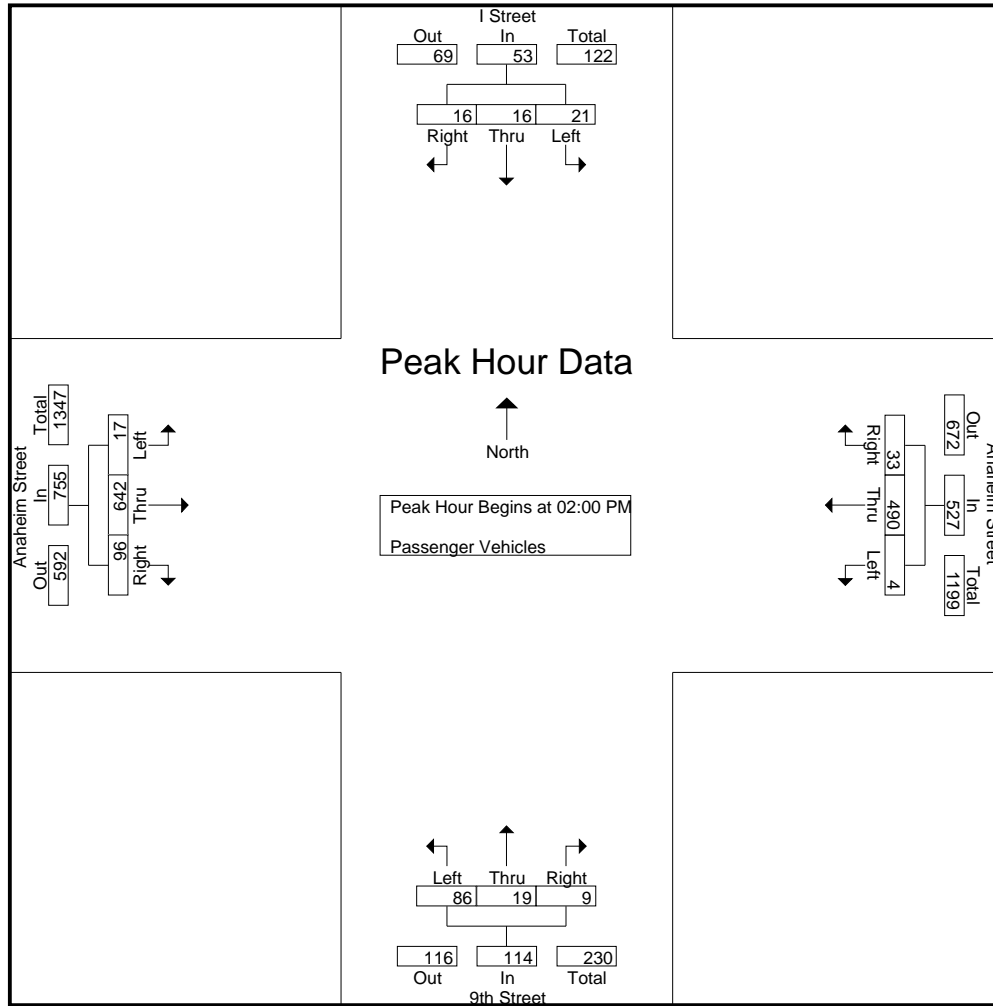
Groups Printed- Passenger Vehicles

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	6	5	1	12	2	140	13	155	11	2	0	13	1	139	31	171	351
01:15 PM	5	2	5	12	3	141	10	154	24	4	2	30	7	139	17	163	359
01:30 PM	5	6	1	12	2	113	9	124	23	3	1	27	5	130	20	155	318
01:45 PM	4	1	2	7	1	122	6	129	24	3	0	27	5	151	15	171	334
Total	20	14	9	43	8	516	38	562	82	12	3	97	18	559	83	660	1362
02:00 PM	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171	328
02:15 PM	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185	364
02:30 PM	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197	378
02:45 PM	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202	379
Total	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755	1449
Grand Total	41	30	25	96	12	1006	71	1089	168	31	12	211	35	1201	179	1415	2811
Apprch %	42.7	31.2	26		1.1	92.4	6.5		79.6	14.7	5.7		2.5	84.9	12.7		
Total %	1.5	1.1	0.9	3.4	0.4	35.8	2.5	38.7	6	1.1	0.4	7.5	1.2	42.7	6.4	50.3	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171	328
02:15 PM	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185	364
02:30 PM	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197	378
02:45 PM	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202	379
Total Volume	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755	1449
% App. Total	39.6	30.2	30.2		0.8	93	6.3		75.4	16.7	7.9		2.3	85	12.7		
PHF	.656	.500	.571	.697	.333	.907	.635	.921	.768	.792	.750	.814	.607	.928	.774	.934	.956

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	8	8	3	19	1	99	3	103	28	5	2	35	7	148	16	171
+15 mins.	5	4	7	16	3	122	13	138	18	5	2	25	4	152	29	185
+30 mins.	4	1	4	9	0	134	9	143	21	6	2	29	4	173	20	197
+45 mins.	4	3	2	9	0	135	8	143	19	3	3	25	2	169	31	202
Total Volume	21	16	16	53	4	490	33	527	86	19	9	114	17	642	96	755
% App. Total	39.6	30.2	30.2		0.8	93	6.3		75.4	16.7	7.9		2.3	85	12.7	
PHF	.656	.500	.571	.697	.333	.907	.635	.921	.768	.792	.750	.814	.607	.928	.774	.934

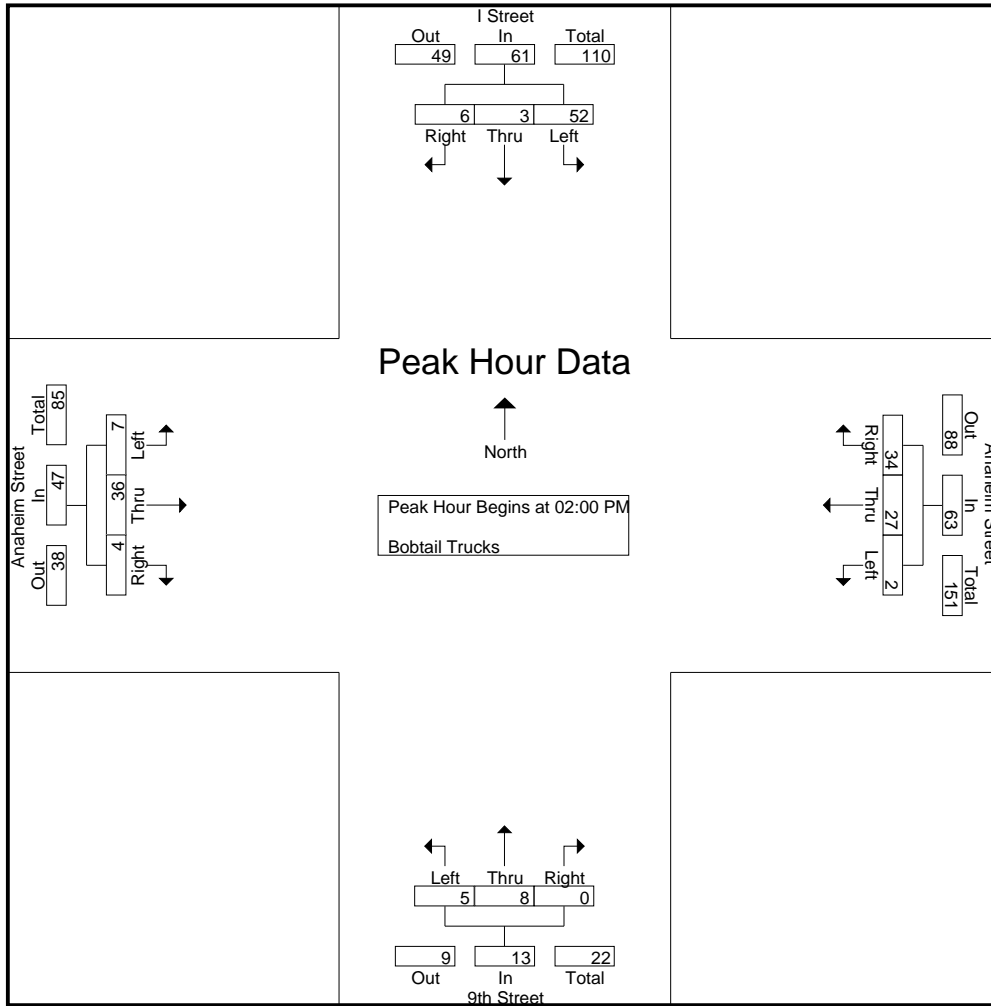
City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	2	2	8	0	6	5	11	0	3	0	3	3	6	1	10	32
01:15 PM	3	1	0	4	0	7	9	16	1	0	0	1	7	6	1	14	35
01:30 PM	5	0	0	5	0	12	11	23	0	4	0	4	5	11	0	16	48
01:45 PM	2	1	1	4	0	9	10	19	1	1	0	2	4	17	1	22	47
Total	14	4	3	21	0	34	35	69	2	8	0	10	19	40	3	62	162
02:00 PM	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11	43
02:15 PM	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13	43
02:30 PM	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16	63
02:45 PM	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7	35
Total	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47	184
Grand Total	66	7	9	82	2	61	69	132	7	16	0	23	26	76	7	109	346
Apprch %	80.5	8.5	11		1.5	46.2	52.3		30.4	69.6	0		23.9	69.7	6.4		
Total %	19.1	2	2.6	23.7	0.6	17.6	19.9	38.2	2	4.6	0	6.6	7.5	22	2	31.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11	43
02:15 PM	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13	43
02:30 PM	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16	63
02:45 PM	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7	35
Total Volume	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47	184
% App. Total	85.2	4.9	9.8		3.2	42.9	54		38.5	61.5	0		14.9	76.6	8.5		
PHF	.867	.375	.750	.847	.250	.450	.773	.606	.625	.667	.000	.813	.583	.600	.500	.734	.730



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	13	0	0	13	0	5	10	15	1	3	0	4	3	8	0	11
+15 mins.	13	2	2	17	0	5	6	11	1	1	0	2	3	9	1	13
+30 mins.	15	1	2	18	0	15	11	26	2	1	0	3	0	15	1	16
+45 mins.	11	0	2	13	2	2	7	11	1	3	0	4	1	4	2	7
Total Volume	52	3	6	61	2	27	34	63	5	8	0	13	7	36	4	47
% App. Total	85.2	4.9	9.8		3.2	42.9	54		38.5	61.5	0		14.9	76.6	8.5	
PHF	.867	.375	.750	.847	.250	.450	.773	.606	.625	.667	.000	.813	.583	.600	.500	.734

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

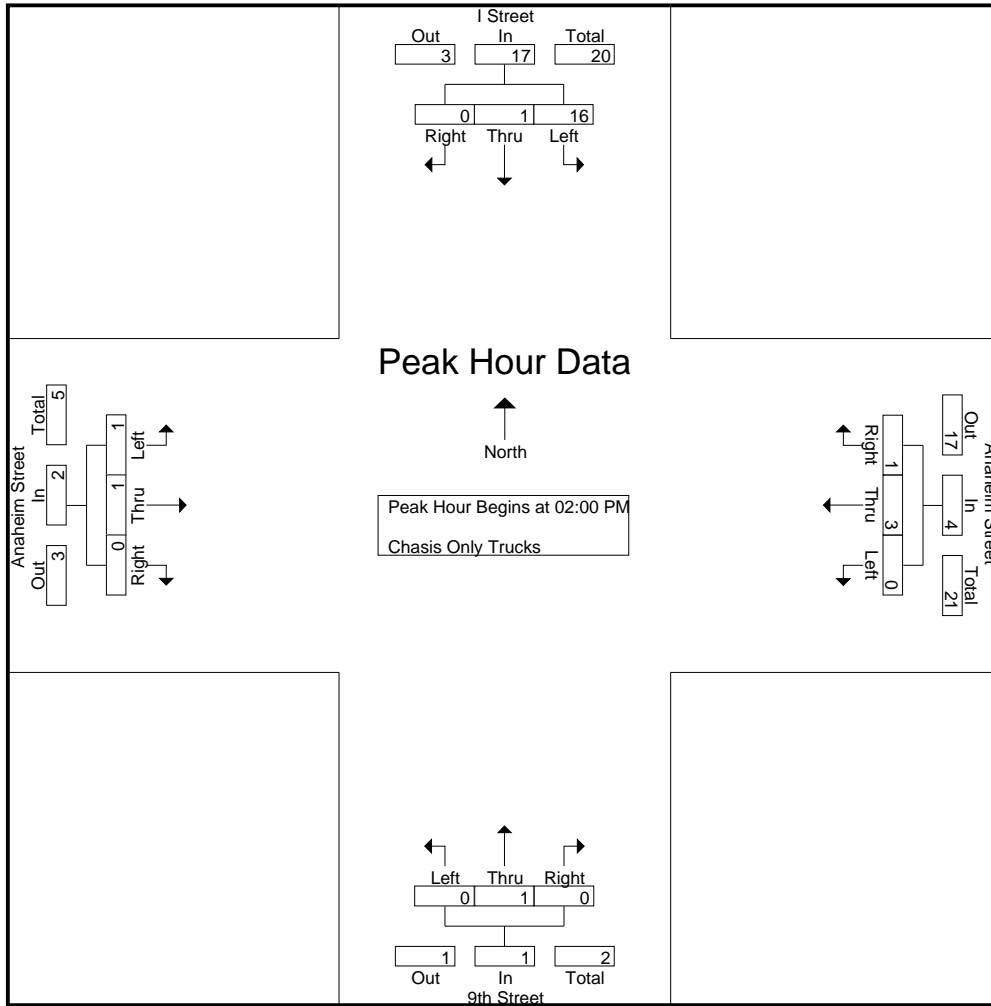
Groups Printed- Chasis Only Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
01:15 PM	3	0	0	3	0	1	1	2	0	0	0	0	0	1	0	1	6
01:30 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
01:45 PM	2	1	0	3	0	1	2	3	0	0	0	0	0	0	0	0	6
Total	7	1	0	8	0	4	3	7	0	1	0	1	0	2	0	2	18
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
02:15 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0	6
02:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	10
Total	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2	24
Grand Total	23	2	0	25	0	7	4	11	0	2	0	2	1	3	0	4	42
Apprch %	92	8	0		0	63.6	36.4		0	100	0		25	75	0		
Total %	54.8	4.8	0	59.5	0	16.7	9.5	26.2	0	4.8	0	4.8	2.4	7.1	0	9.5	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
02:15 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0	6
02:30 PM	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
02:45 PM	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	10
Total Volume	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2	24
% App. Total	94.1	5.9	0		0	75	25		0	100	0		50	50	0		
PHF	.444	.250	.000	.472	.000	.375	.250	.333	.000	.250	.000	.250	.250	.250	.000	.500	.600

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	0	0	2	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	2	0	0	2	0	2	1	3	0	1	0	1	0	0	0	0
+30 mins.	3	1	0	4	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	9	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	16	1	0	17	0	3	1	4	0	1	0	1	1	1	0	2
% App. Total	94.1	5.9	0		0	75	25		0	100	0		50	50	0	
PHF	.444	.250	.000	.472	.000	.375	.250	.333	.000	.250	.000	.250	.250	.250	.000	.500

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

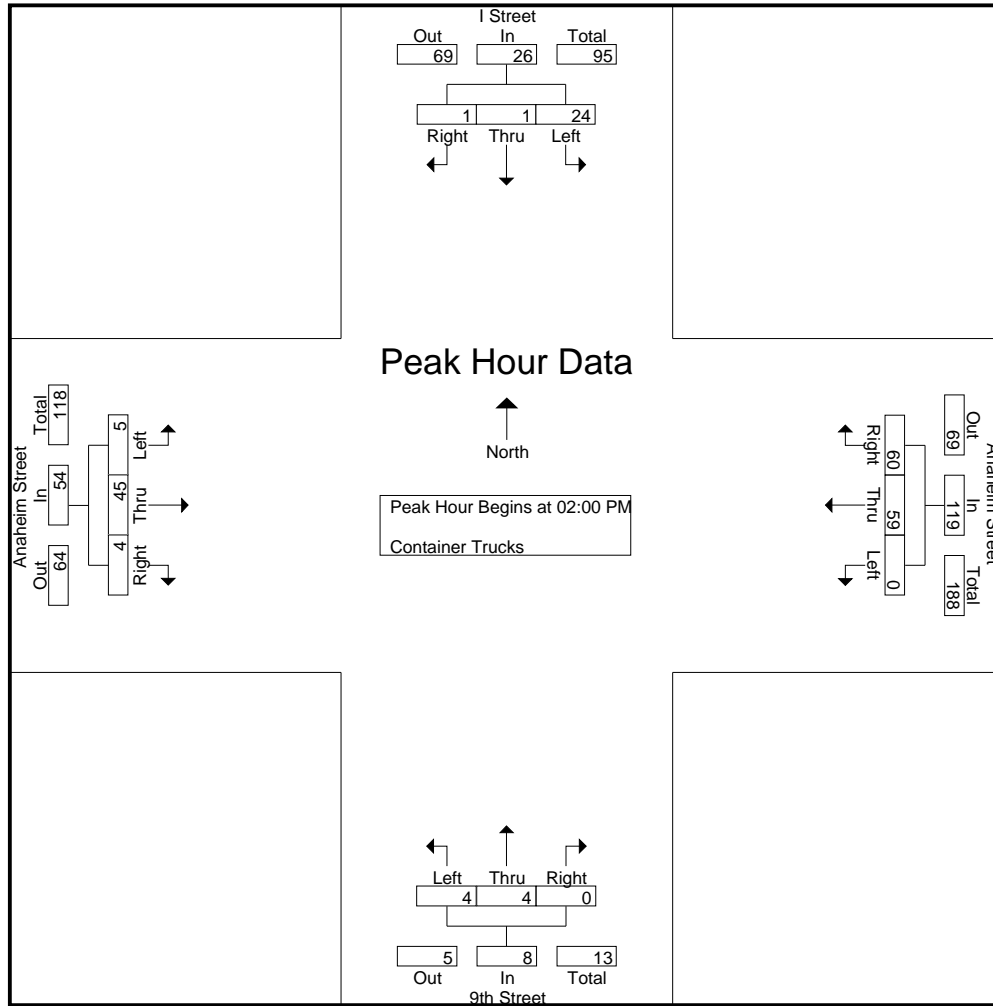
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	0	0	3	0	5	7	12	0	0	1	1	1	13	0	14	30
01:15 PM	3	0	2	5	0	17	7	24	0	0	0	0	0	7	0	7	36
01:30 PM	4	0	1	5	0	6	15	21	0	0	0	0	0	12	0	12	38
01:45 PM	6	2	0	8	0	7	19	26	0	0	0	0	2	16	2	20	54
Total	16	2	3	21	0	35	48	83	0	0	1	1	3	48	2	53	158
02:00 PM	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18	58
02:15 PM	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8	46
02:30 PM	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7	48
02:45 PM	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21	55
Total	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54	207
Grand Total	40	3	4	47	0	94	108	202	4	4	1	9	8	93	6	107	365
Apprch %	85.1	6.4	8.5		0	46.5	53.5		44.4	44.4	11.1		7.5	86.9	5.6		
Total %	11	0.8	1.1	12.9	0	25.8	29.6	55.3	1.1	1.1	0.3	2.5	2.2	25.5	1.6	29.3	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18	58
02:15 PM	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8	46
02:30 PM	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7	48
02:45 PM	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21	55
Total Volume	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54	207
% App. Total	92.3	3.8	3.8		0	49.6	50.4		50	50	0		9.3	83.3	7.4		
PHF	.857	.250	.250	.929	.000	.868	.750	.850	.250	.500	.000	.333	.417	.563	.333	.643	.892

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	7	0	0	7	0	17	15	32	0	1	0	1	3	15	0	18
+15 mins.	5	0	1	6	0	11	15	26	4	2	0	6	1	6	1	8
+30 mins.	6	0	0	6	0	15	20	35	0	0	0	0	0	4	3	7
+45 mins.	6	1	0	7	0	16	10	26	0	1	0	1	1	20	0	21
Total Volume	24	1	1	26	0	59	60	119	4	4	0	8	5	45	4	54
% App. Total	92.3	3.8	3.8		0	49.6	50.4		50	50	0		9.3	83.3	7.4	
PHF	.857	.250	.250	.929	.000	.868	.750	.850	.250	.500	.000	.333	.417	.563	.333	.643

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

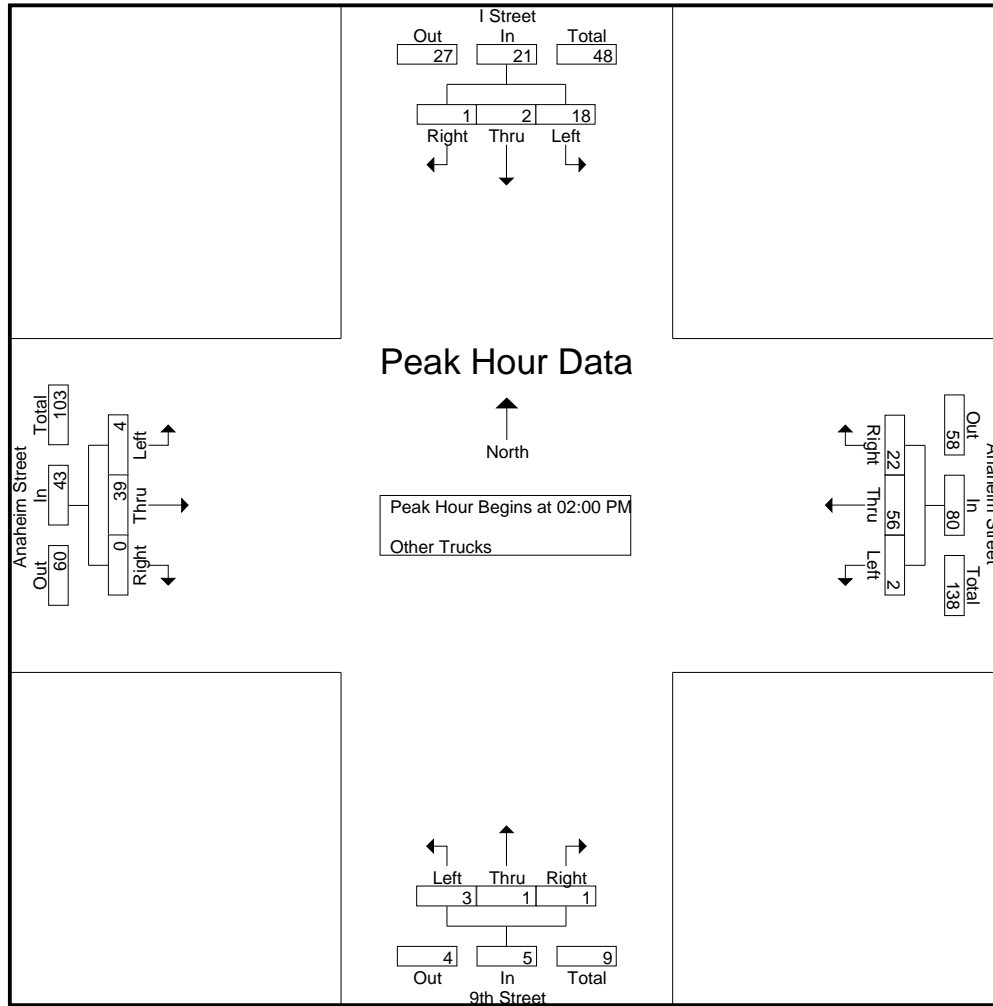
Groups Printed- Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	5	1	0	6	1	10	4	15	0	0	0	0	2	12	0	14	35
01:15 PM	5	0	1	6	0	15	8	23	0	0	0	0	1	5	0	6	35
01:30 PM	5	0	0	5	0	11	6	17	0	1	0	1	1	15	3	19	42
01:45 PM	5	0	0	5	0	6	4	10	1	0	0	1	1	8	0	9	25
Total	20	1	1	22	1	42	22	65	1	1	0	2	5	40	3	48	137
02:00 PM	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12	39
02:15 PM	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11	45
02:30 PM	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12	36
02:45 PM	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8	29
Total	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43	149
Grand Total	38	3	2	43	3	98	44	145	4	2	1	7	9	79	3	91	286
Apprch %	88.4	7	4.7		2.1	67.6	30.3		57.1	28.6	14.3		9.9	86.8	3.3		
Total %	13.3	1	0.7	15	1	34.3	15.4	50.7	1.4	0.7	0.3	2.4	3.1	27.6	1	31.8	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12	39
02:15 PM	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11	45
02:30 PM	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12	36
02:45 PM	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8	29
Total Volume	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43	149
% App. Total	85.7	9.5	4.8		2.5	70	27.5		60	20	20		9.3	90.7	0		
PHF	.643	.500	.250	.583	.500	.700	.611	.833	.375	.250	.250	.625	.500	.886	.000	.896	.828

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANMD
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	0	0	4	1	12	9	22	1	0	0	1	2	10	0	12
+15 mins.	7	1	1	9	0	20	4	24	0	1	0	1	0	11	0	11
+30 mins.	4	0	0	4	1	15	3	19	0	0	1	1	1	11	0	12
+45 mins.	3	1	0	4	0	9	6	15	2	0	0	2	1	7	0	8
Total Volume	18	2	1	21	2	56	22	80	3	1	1	5	4	39	0	43
% App. Total	85.7	9.5	4.8		2.5	70	27.5		60	20	20		9.3	90.7	0	
PHF	.643	.500	.250	.583	.500	.700	.611	.833	.375	.250	.250	.625	.500	.886	.000	.896

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

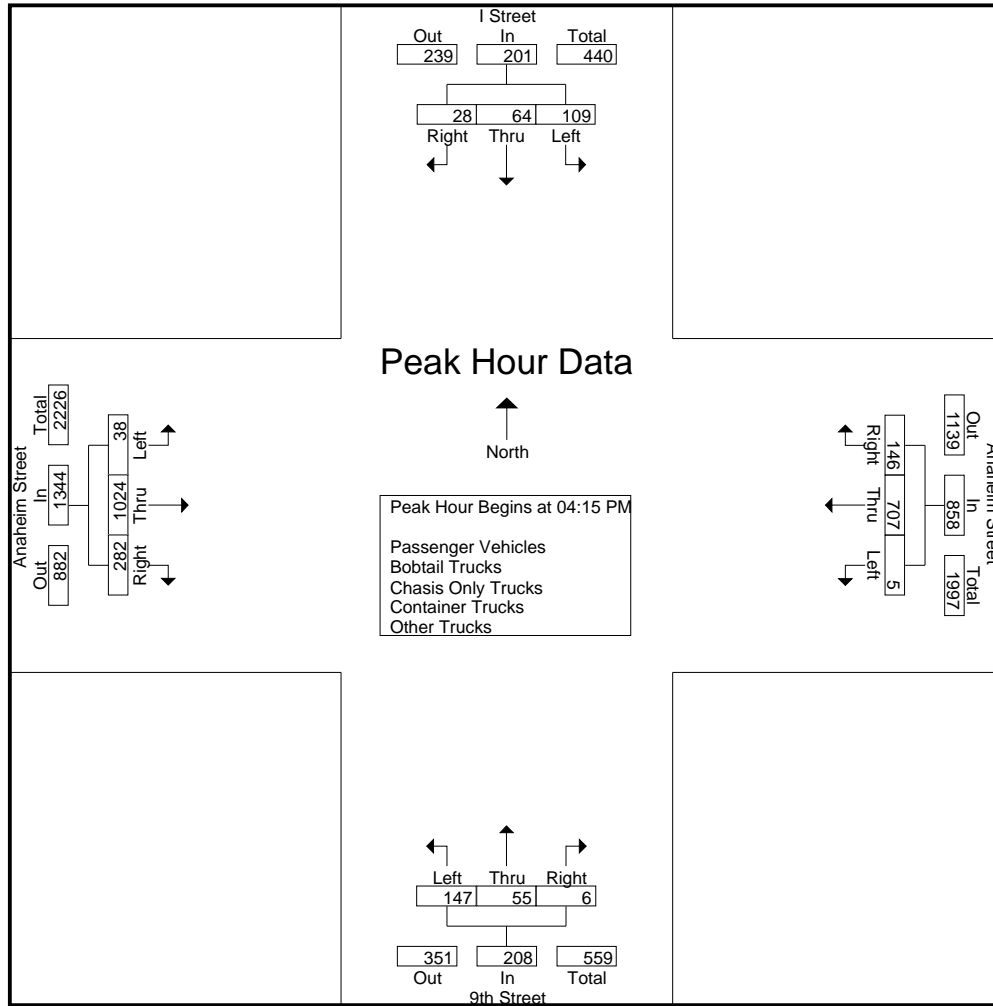
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	10	10	46	2	185	41	228	27	10	2	39	8	241	50	299	612
04:15 PM	27	10	7	44	2	208	38	248	39	12	2	53	7	247	52	306	651
04:30 PM	24	22	8	54	2	168	41	211	38	23	3	64	11	226	57	294	623
04:45 PM	26	11	7	44	0	170	37	207	37	9	1	47	12	258	78	348	646
Total	103	53	32	188	6	731	157	894	141	54	8	203	38	972	237	1247	2532
05:00 PM	32	21	6	59	1	161	30	192	33	11	0	44	8	293	95	396	691
05:15 PM	26	6	3	35	1	111	22	134	27	5	1	33	5	256	54	315	517
05:30 PM	22	9	8	39	0	123	21	144	23	5	0	28	5	215	53	273	484
05:45 PM	13	6	1	20	0	86	14	100	24	3	2	29	6	176	39	221	370
Total	93	42	18	153	2	481	87	570	107	24	3	134	24	940	241	1205	2062
Grand Total	196	95	50	341	8	1212	244	1464	248	78	11	337	62	1912	478	2452	4594
Approch %	57.5	27.9	14.7		0.5	82.8	16.7		73.6	23.1	3.3		2.5	78	19.5		
Total %	4.3	2.1	1.1	7.4	0.2	26.4	5.3	31.9	5.4	1.7	0.2	7.3	1.3	41.6	10.4	53.4	
Passenger Vehicles	64	83	26	173	7	1033	59	1099	228	57	11	296	27	1718	474	2219	3787
% Passenger Vehicles	32.7	87.4	52	50.7	87.5	85.2	24.2	75.1	91.9	73.1	100	87.8	43.5	89.9	99.2	90.5	82.4
Bobtail Trucks	81	4	12	97	0	80	51	131	6	6	0	12	24	62	0	86	326
% Bobtail Trucks	41.3	4.2	24	28.4	0	6.6	20.9	8.9	2.4	7.7	0	3.6	38.7	3.2	0	3.5	7.1
Chasis Only Trucks	9	0	0	9	0	3	20	23	2	1	0	3	0	6	1	7	42
% Chasis Only Trucks	4.6	0	0	2.6	0	0.2	8.2	1.6	0.8	1.3	0	0.9	0	0.3	0.2	0.3	0.9
Container Trucks	27	6	7	40	0	56	94	150	10	12	0	22	6	80	3	89	301
% Container Trucks	13.8	6.3	14	11.7	0	4.6	38.5	10.2	4	15.4	0	6.5	9.7	4.2	0.6	3.6	6.6
Other Trucks	15	2	5	22	1	40	20	61	2	2	0	4	5	46	0	51	138
% Other Trucks	7.7	2.1	10	6.5	12.5	3.3	8.2	4.2	0.8	2.6	0	1.2	8.1	2.4	0	2.1	3

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	27	10	7	44	2	208	38	248	39	12	2	53	7	247	52	306	651
04:30 PM	24	22	8	54	2	168	41	211	38	23	3	64	11	226	57	294	623
04:45 PM	26	11	7	44	0	170	37	207	37	9	1	47	12	258	78	348	646
05:00 PM	32	21	6	59	1	161	30	192	33	11	0	44	8	293	95	396	691
Total Volume	109	64	28	201	5	707	146	858	147	55	6	208	38	1024	282	1344	2611
% App. Total	54.2	31.8	13.9		0.6	82.4	17		70.7	26.4	2.9		2.8	76.2	21		
PHF	.852	.727	.875	.852	.625	.850	.890	.865	.942	.598	.500	.813	.792	.874	.742	.848	.945

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:00 PM				04:15 PM				04:30 PM			
+0 mins.	27	10	7	44	2	185	41	228	39	12	2	53	11	226	57	294
+15 mins.	24	22	8	54	2	208	38	248	38	23	3	64	12	258	78	348
+30 mins.	26	11	7	44	2	168	41	211	37	9	1	47	8	293	95	396
+45 mins.	32	21	6	59	0	170	37	207	33	11	0	44	5	256	54	315
Total Volume	109	64	28	201	6	731	157	894	147	55	6	208	36	1033	284	1353
% App. Total	54.2	31.8	13.9		0.7	81.8	17.6		70.7	26.4	2.9		2.7	76.3	21	
PHF	.852	.727	.875	.852	.750	.879	.957	.901	.942	.598	.500	.813	.750	.881	.747	.854

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

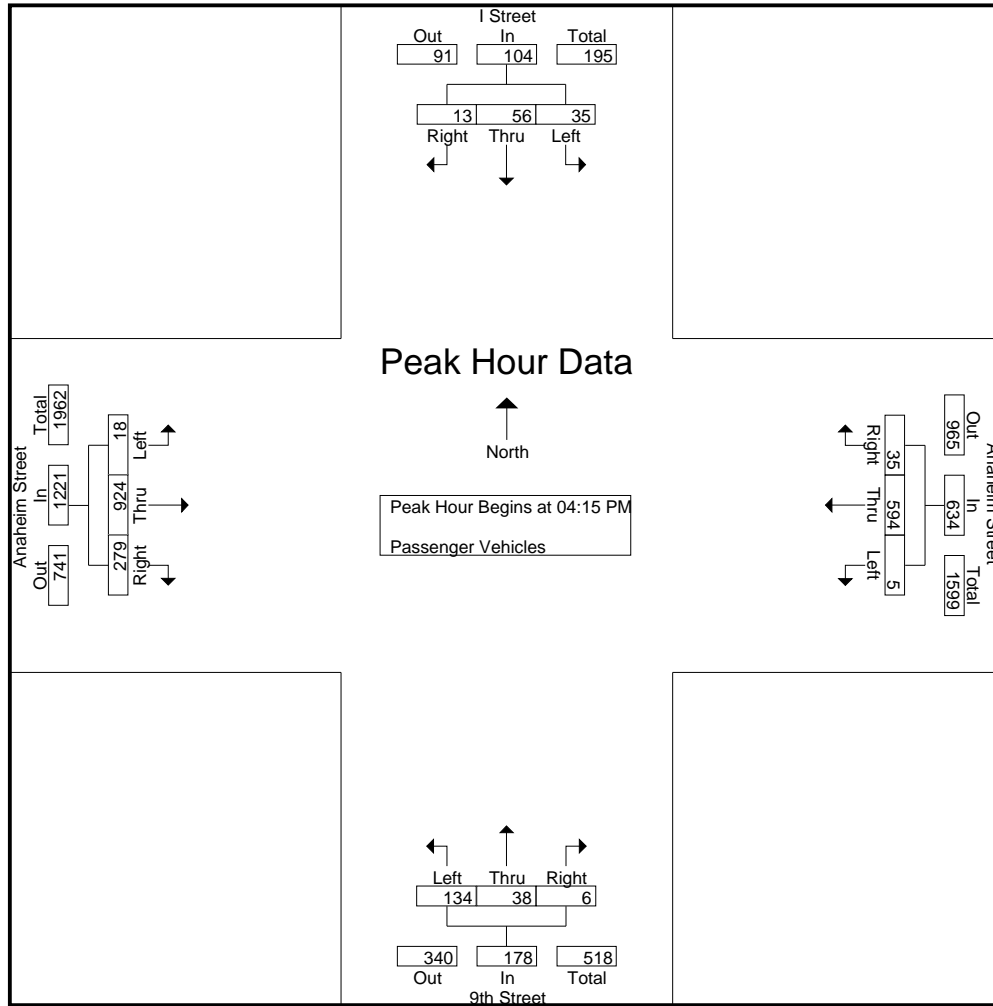
Groups Printed- Passenger Vehicles

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	8	7	23	2	152	11	165	25	6	2	33	3	208	49	260	481
04:15 PM	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263	503
04:30 PM	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268	504
04:45 PM	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319	531
Total	29	47	19	95	6	602	35	643	130	33	8	171	17	860	233	1110	2019
05:00 PM	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371	599
05:15 PM	6	4	2	12	0	98	6	104	24	5	1	30	2	226	54	282	428
05:30 PM	10	9	3	22	0	114	5	119	22	5	0	27	2	201	53	256	424
05:45 PM	5	6	1	12	0	75	2	77	23	3	2	28	2	159	39	200	317
Total	35	36	7	78	1	431	24	456	98	24	3	125	10	858	241	1109	1768
Grand Total	64	83	26	173	7	1033	59	1099	228	57	11	296	27	1718	474	2219	3787
Apprch %	37	48	15		0.6	94	5.4		77	19.3	3.7		1.2	77.4	21.4		
Total %	1.7	2.2	0.7	4.6	0.2	27.3	1.6	29	6	1.5	0.3	7.8	0.7	45.4	12.5	58.6	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263	503
04:30 PM	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268	504
04:45 PM	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319	531
05:00 PM	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371	599
Total Volume	35	56	13	104	5	594	35	634	134	38	6	178	18	924	279	1221	2137
% App. Total	33.7	53.8	12.5		0.8	93.7	5.5		75.3	21.3	3.4		1.5	75.7	22.9		
PHF	.625	.667	.650	.813	.625	.884	.795	.906	.931	.594	.500	.824	.500	.849	.734	.823	.892

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	6	9	5	20	2	168	5	175	36	7	2	45	2	211	50	263
+15 mins.	9	21	2	32	2	138	10	150	35	16	3	54	3	209	56	268
+30 mins.	6	9	5	20	0	144	9	153	34	4	1	39	9	232	78	319
+45 mins.	14	17	1	32	1	144	11	156	29	11	0	40	4	272	95	371
Total Volume	35	56	13	104	5	594	35	634	134	38	6	178	18	924	279	1221
% App. Total	33.7	53.8	12.5		0.8	93.7	5.5		75.3	21.3	3.4		1.5	75.7	22.9	
PHF	.625	.667	.650	.813	.625	.884	.795	.906	.931	.594	.500	.824	.500	.849	.734	.823

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

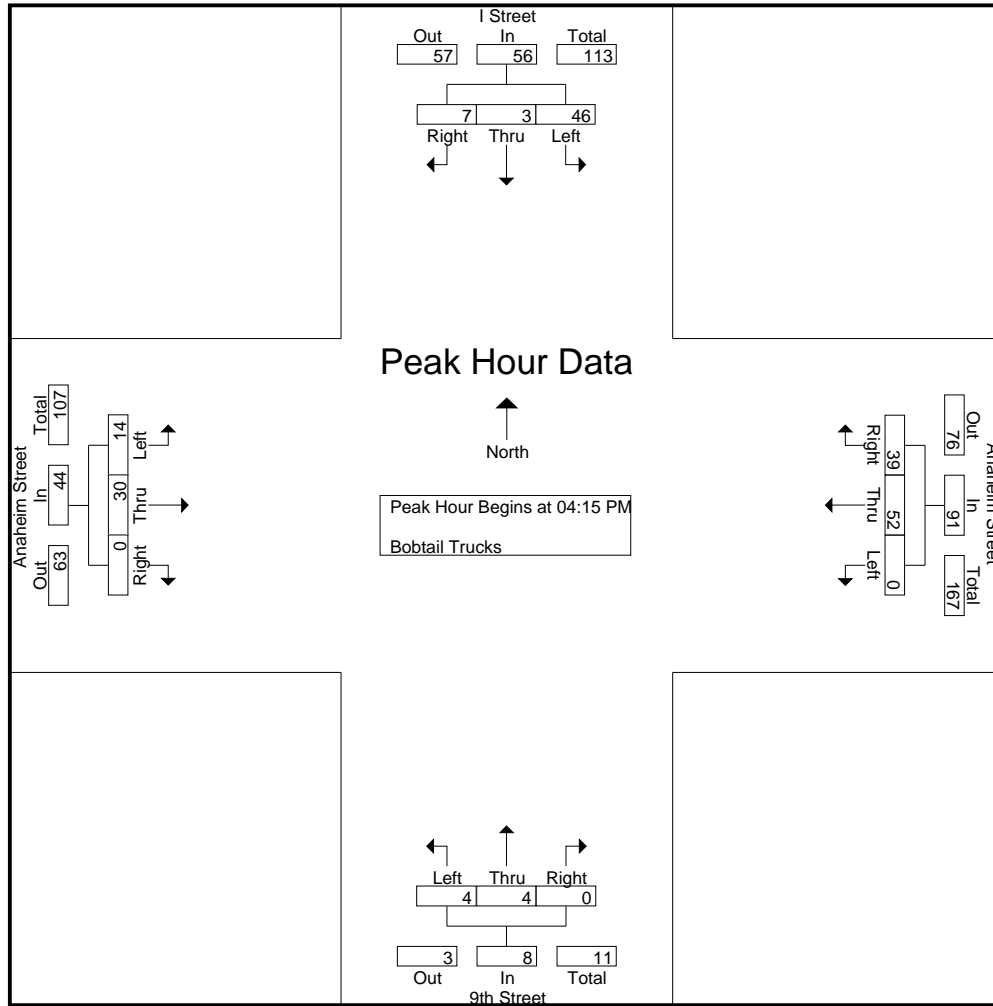
Groups Printed- Bobtail Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	8	1	2	11	0	16	8	24	1	2	0	3	2	12	0	14	52
04:15 PM	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14	66
04:30 PM	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12	50
04:45 PM	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9	45
Total	41	2	8	51	0	62	40	102	5	6	0	11	13	36	0	49	213
05:00 PM	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9	38
05:15 PM	14	0	1	15	0	4	2	6	0	0	0	0	3	12	0	15	36
05:30 PM	7	0	2	9	0	1	2	3	0	0	0	0	3	5	0	8	20
05:45 PM	6	0	0	6	0	7	0	7	1	0	0	1	2	3	0	5	19
Total	40	2	4	46	0	18	11	29	1	0	0	1	11	26	0	37	113
Grand Total	81	4	12	97	0	80	51	131	6	6	0	12	24	62	0	86	326
Apprch %	83.5	4.1	12.4		0	61.1	38.9		50	50	0		27.9	72.1	0		
Total %	24.8	1.2	3.7	29.8	0	24.5	15.6	40.2	1.8	1.8	0	3.7	7.4	19	0	26.4	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14	66
04:30 PM	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12	50
04:45 PM	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9	45
05:00 PM	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9	38
Total Volume	46	3	7	56	0	52	39	91	4	4	0	8	14	30	0	44	199
% App. Total	82.1	5.4	12.5		0	57.1	42.9		50	50	0		31.8	68.2	0		
PHF	.885	.375	.438	.875	.000	.565	.650	.599	.333	.333	.000	.500	.583	.750	.000	.786	.754

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	11	0	0	11	0	23	15	38	0	3	0	3	4	10	0	14
+15 mins.	9	1	4	14	0	11	9	20	3	1	0	4	6	6	0	12
+30 mins.	13	0	2	15	0	12	8	20	1	0	0	1	1	8	0	9
+45 mins.	13	2	1	16	0	6	7	13	0	0	0	0	3	6	0	9
Total Volume	46	3	7	56	0	52	39	91	4	4	0	8	14	30	0	44
% App. Total	82.1	5.4	12.5		0	57.1	42.9		50	50	0		31.8	68.2	0	
PHF	.885	.375	.438	.875	.000	.565	.650	.599	.333	.333	.000	.500	.583	.750	.000	.786

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

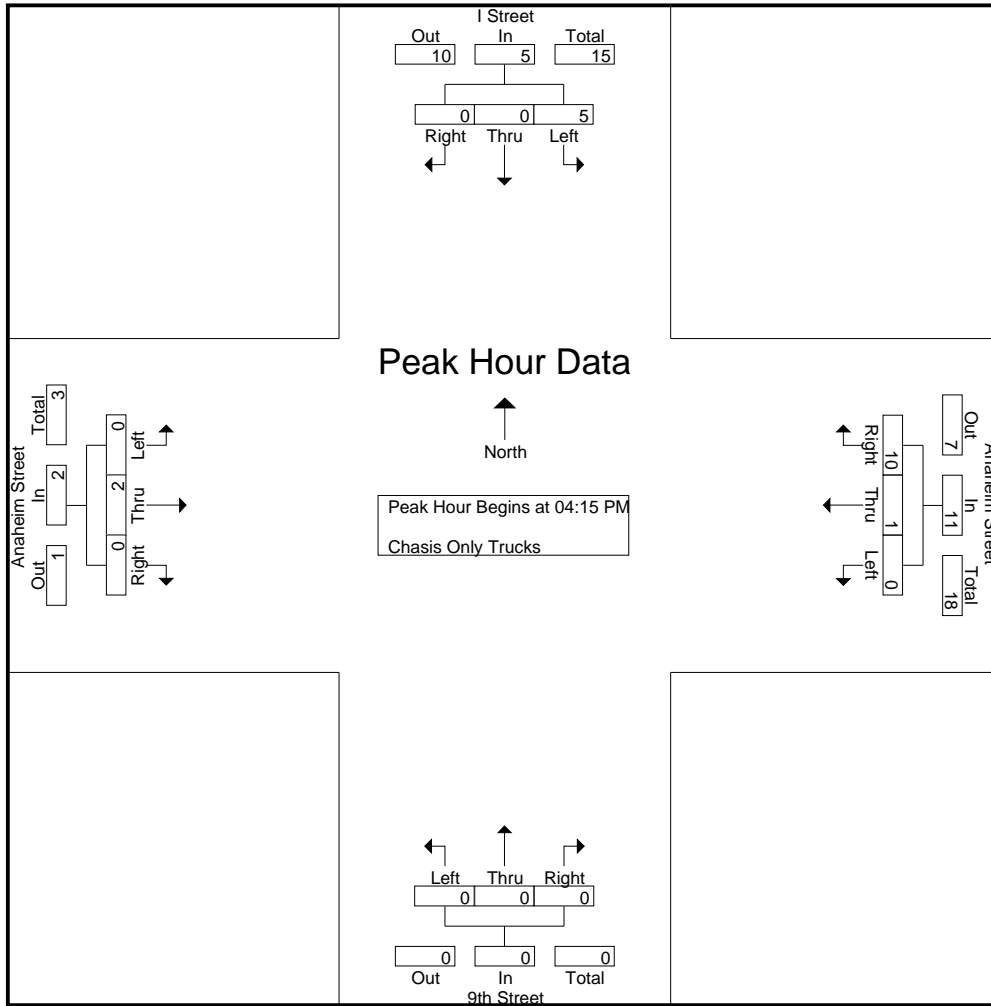
Groups Printed- Chasis Only Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	0	0	2	0	2	1	3	0	1	0	1	0	0	1	1	7
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6
Total	5	0	0	5	0	3	8	11	0	1	0	1	0	2	1	3	20
05:00 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
05:15 PM	2	0	0	2	0	0	2	2	1	0	0	1	0	0	0	0	5
05:30 PM	0	0	0	0	0	0	5	5	1	0	0	1	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	4	0	4	6
Total	4	0	0	4	0	0	12	12	2	0	0	2	0	4	0	4	22
Grand Total	9	0	0	9	0	3	20	23	2	1	0	3	0	6	1	7	42
Apprch %	100	0	0		0	13	87		66.7	33.3	0		0	85.7	14.3		
Total %	21.4	0	0	21.4	0	7.1	47.6	54.8	4.8	2.4	0	7.1	0	14.3	2.4	16.7	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
04:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6
05:00 PM	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Total Volume	5	0	0	5	0	1	10	11	0	0	0	0	0	2	0	2	18
% App. Total	100	0	0		0	9.1	90.9		0	0	0		0	100	0		
PHF	.625	.000	.000	.625	.000	.250	.417	.458	.000	.000	.000	.000	.000	.250	.000	.250	.750

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	2
+15 mins.	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	1	10	11	0	0	0	0	0	2	0	2
% App. Total	100	0	0		0	9.1	90.9		0	0	0		0	100	0	
PHF	.625	.000	.000	.625	.000	.250	.417	.458	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

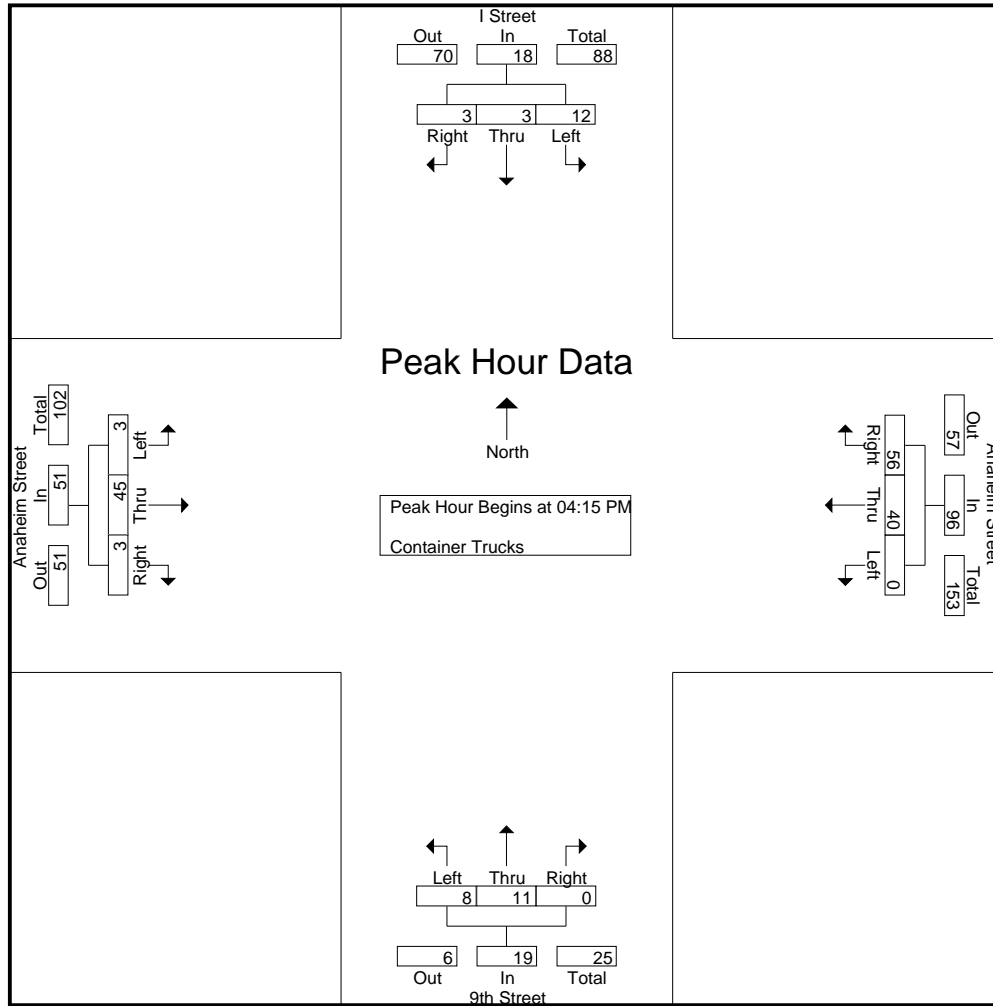
Groups Printed- Container Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	1	1	7	0	4	14	18	0	1	0	1	3	9	0	12	38
04:15 PM	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19	54
04:30 PM	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12	47
04:45 PM	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11	47
Total	17	2	1	20	0	34	61	95	5	12	0	17	6	45	3	54	186
05:00 PM	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9	36
05:15 PM	4	2	0	6	0	6	9	15	2	0	0	2	0	13	0	13	36
05:30 PM	4	0	3	7	0	4	7	11	0	0	0	0	0	5	0	5	23
05:45 PM	2	0	0	2	0	2	8	10	0	0	0	0	0	8	0	8	20
Total	10	4	6	20	0	22	33	55	5	0	0	5	0	35	0	35	115
Grand Total	27	6	7	40	0	56	94	150	10	12	0	22	6	80	3	89	301
Apprch %	67.5	15	17.5		0	37.3	62.7		45.5	54.5	0		6.7	89.9	3.4		
Total %	9	2	2.3	13.3	0	18.6	31.2	49.8	3.3	4	0	7.3	2	26.6	1	29.6	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19	54
04:30 PM	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12	47
04:45 PM	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11	47
05:00 PM	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9	36
Total Volume	12	3	3	18	0	40	56	96	8	11	0	19	3	45	3	51	184
% App. Total	66.7	16.7	16.7		0	41.7	58.3		42.1	57.9	0		5.9	88.2	5.9		
PHF	.600	.375	.250	.750	.000	.909	.824	.857	.667	.550	.000	.679	.375	.703	.375	.671	.852

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	3	0	0	3	0	11	17	28	3	1	0	4	1	16	2	19
+15 mins.	4	0	0	4	0	10	16	26	0	5	0	5	2	9	1	12
+30 mins.	5	1	0	6	0	9	14	23	2	5	0	7	0	11	0	11
+45 mins.	0	2	3	5	0	10	9	19	3	0	0	3	0	9	0	9
Total Volume	12	3	3	18	0	40	56	96	8	11	0	19	3	45	3	51
% App. Total	66.7	16.7	16.7		0	41.7	58.3		42.1	57.9	0		5.9	88.2	5.9	
PHF	.600	.375	.250	.750	.000	.909	.824	.857	.667	.550	.000	.679	.375	.703	.375	.671

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

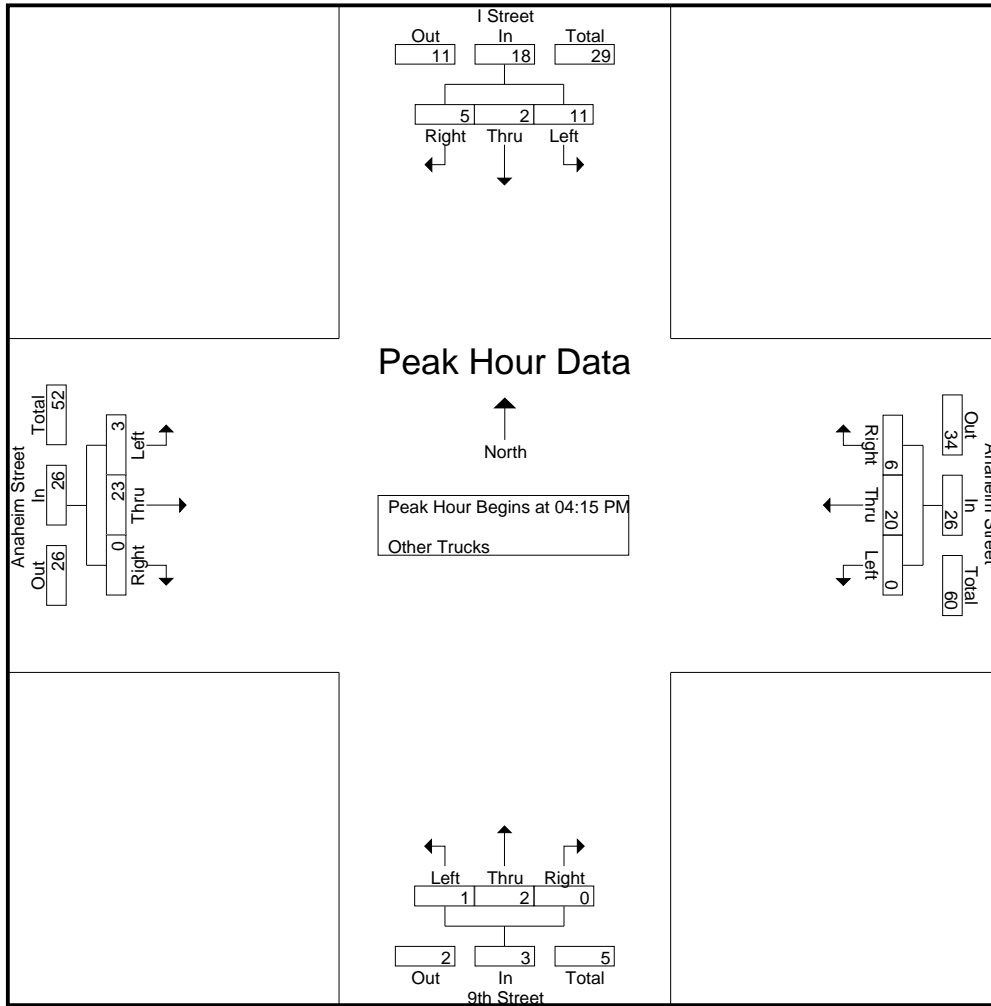
Groups Printed- Other Trucks

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	0	3	0	11	7	18	1	0	0	1	0	12	0	12	34
04:15 PM	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8	24
04:30 PM	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2	19
04:45 PM	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9	17
Total	11	2	4	17	0	30	13	43	1	2	0	3	2	29	0	31	94
05:00 PM	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7	13
05:15 PM	0	0	0	0	1	3	3	7	0	0	0	0	0	5	0	5	12
05:30 PM	1	0	0	1	0	4	2	6	0	0	0	0	0	4	0	4	11
05:45 PM	0	0	0	0	0	2	2	4	0	0	0	0	2	2	0	4	8
Total	4	0	1	5	1	10	7	18	1	0	0	1	3	17	0	20	44
Grand Total	15	2	5	22	1	40	20	61	2	2	0	4	5	46	0	51	138
Apprch %	68.2	9.1	22.7		1.6	65.6	32.8		50	50	0		9.8	90.2	0		
Total %	10.9	1.4	3.6	15.9	0.7	29	14.5	44.2	1.4	1.4	0	2.9	3.6	33.3	0	37	

Start Time	I Street Southbound				Anaheim Street Westbound				9th Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8	24
04:30 PM	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2	19
04:45 PM	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9	17
05:00 PM	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7	13
Total Volume	11	2	5	18	0	20	6	26	1	2	0	3	3	23	0	26	73
% App. Total	61.1	11.1	27.8		0	76.9	23.1		33.3	66.7	0		11.5	88.5	0		
PHF	.550	.500	.625	.563	.000	.625	.300	.500	.250	.500	.000	.750	.375	.719	.000	.722	.760

City of Long Beach
 N/S: I Street/9th Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCIANPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	5	1	2	8	0	6	1	7	0	1	0	1	0	8	0	8
+15 mins.	1	0	2	3	0	8	5	13	0	1	0	1	0	2	0	2
+30 mins.	2	1	0	3	0	5	0	5	0	0	0	0	2	7	0	9
+45 mins.	3	0	1	4	0	1	0	1	1	0	0	1	1	6	0	7
Total Volume	11	2	5	18	0	20	6	26	1	2	0	3	3	23	0	26
% App. Total	61.1	11.1	27.8		0	76.9	23.1		33.3	66.7	0		11.5	88.5	0	
PHF	.550	.500	.625	.563	.000	.625	.300	.500	.250	.500	.000	.750	.375	.719	.000	.722

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

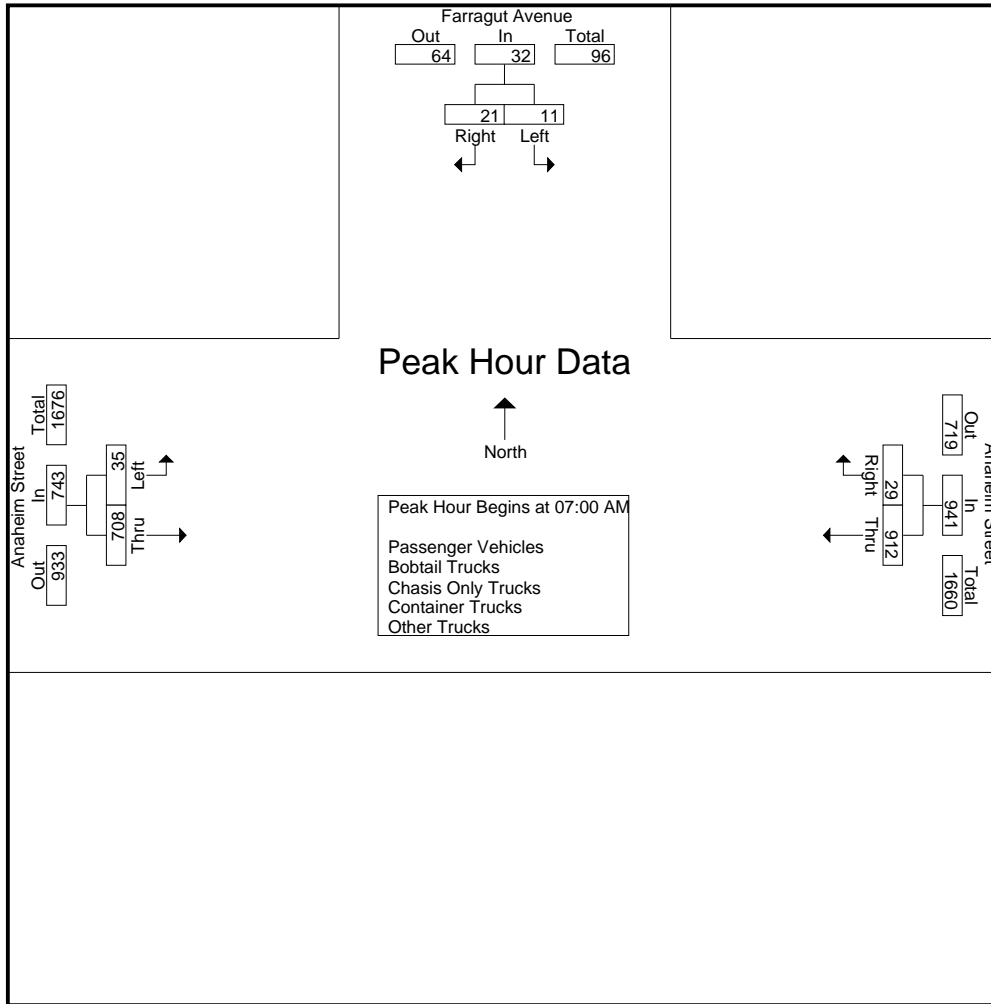
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	191	9	200	12	176	188	396
07:15 AM	2	4	6	225	7	232	11	209	220	458
07:30 AM	1	8	9	236	7	243	6	169	175	427
07:45 AM	2	7	9	260	6	266	6	154	160	435
Total	11	21	32	912	29	941	35	708	743	1716
08:00 AM	3	3	6	208	7	215	7	144	151	372
08:15 AM	2	7	9	202	5	207	7	150	157	373
08:30 AM	2	5	7	197	11	208	2	177	179	394
08:45 AM	3	5	8	176	6	182	4	133	137	327
Total	10	20	30	783	29	812	20	604	624	1466
Grand Total	21	41	62	1695	58	1753	55	1312	1367	3182
Apprch %	33.9	66.1		96.7	3.3		4	96		
Total %	0.7	1.3	1.9	53.3	1.8	55.1	1.7	41.2	43	
Passenger Vehicles	17	36	53	1526	44	1570	45	1007	1052	2675
% Passenger Vehicles	81	87.8	85.5	90	75.9	89.6	81.8	76.8	77	84.1
Bobtail Trucks	2	0	2	41	2	43	2	88	90	135
% Bobtail Trucks	9.5	0	3.2	2.4	3.4	2.5	3.6	6.7	6.6	4.2
Chasis Only Trucks	0	1	1	14	2	16	0	10	10	27
% Chasis Only Trucks	0	2.4	1.6	0.8	3.4	0.9	0	0.8	0.7	0.8
Container Trucks	0	2	2	28	8	36	4	139	143	181
% Container Trucks	0	4.9	3.2	1.7	13.8	2.1	7.3	10.6	10.5	5.7
Other Trucks	2	2	4	86	2	88	4	68	72	164
% Other Trucks	9.5	4.9	6.5	5.1	3.4	5	7.3	5.2	5.3	5.2

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	191	9	200	12	176	188	396
07:15 AM	2	4	6	225	7	232	11	209	220	458
07:30 AM	1	8	9	236	7	243	6	169	175	427
07:45 AM	2	7	9	260	6	266	6	154	160	435
Total Volume	11	21	32	912	29	941	35	708	743	1716
% App. Total	34.4	65.6		96.9	3.1		4.7	95.3		
PHF	.458	.656	.889	.877	.806	.884	.729	.847	.844	.937

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:00 AM		
+0 mins.	1	8	9	225	7	232	12	176	188
+15 mins.	2	7	9	236	7	243	11	209	220
+30 mins.	3	3	6	260	6	266	6	169	175
+45 mins.	2	7	9	208	7	215	6	154	160
Total Volume	8	25	33	929	27	956	35	708	743
% App. Total	24.2	75.8		97.2	2.8		4.7	95.3	
PHF	.667	.781	.917	.893	.964	.898	.729	.847	.844

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

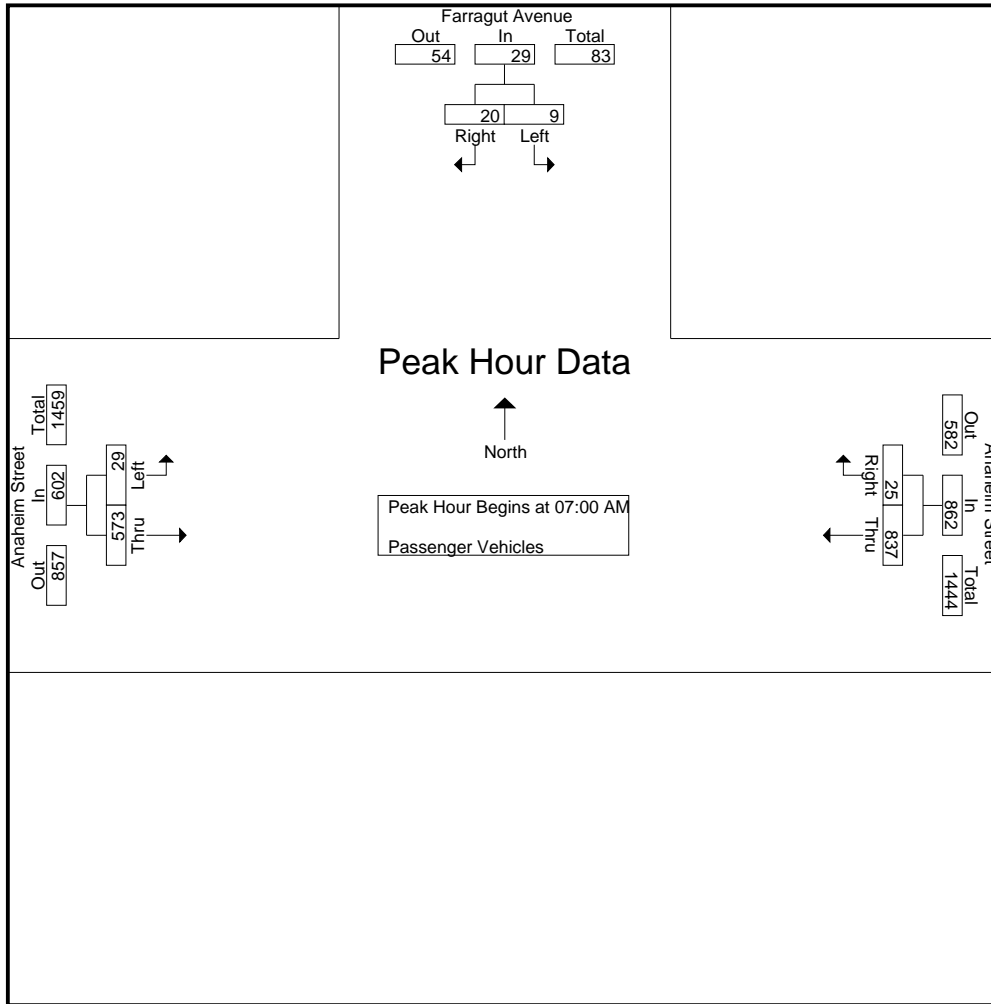
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	174	9	183	9	151	160	351
07:15 AM	1	4	5	210	7	217	9	178	187	409
07:30 AM	0	7	7	217	3	220	6	126	132	359
07:45 AM	2	7	9	236	6	242	5	118	123	374
Total	9	20	29	837	25	862	29	573	602	1493
08:00 AM	3	3	6	187	5	192	6	108	114	312
08:15 AM	2	4	6	183	2	185	5	112	117	308
08:30 AM	1	4	5	164	7	171	1	126	127	303
08:45 AM	2	5	7	155	5	160	4	88	92	259
Total	8	16	24	689	19	708	16	434	450	1182
Grand Total	17	36	53	1526	44	1570	45	1007	1052	2675
Apprch %	32.1	67.9		97.2	2.8		4.3	95.7		
Total %	0.6	1.3	2	57	1.6	58.7	1.7	37.6	39.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	6	2	8	174	9	183	9	151	160	351
07:15 AM	1	4	5	210	7	217	9	178	187	409
07:30 AM	0	7	7	217	3	220	6	126	132	359
07:45 AM	2	7	9	236	6	242	5	118	123	374
Total Volume	9	20	29	837	25	862	29	573	602	1493
% App. Total	31	69		97.1	2.9		4.8	95.2		
PHF	.375	.714	.806	.887	.694	.890	.806	.805	.805	.913

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	6	2	8	174	9	183	9	151	160
+15 mins.	1	4	5	210	7	217	9	178	187
+30 mins.	0	7	7	217	3	220	6	126	132
+45 mins.	2	7	9	236	6	242	5	118	123
Total Volume	9	20	29	837	25	862	29	573	602
% App. Total	31	69		97.1	2.9		4.8	95.2	
PHF	.375	.714	.806	.887	.694	.890	.806	.805	.805

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

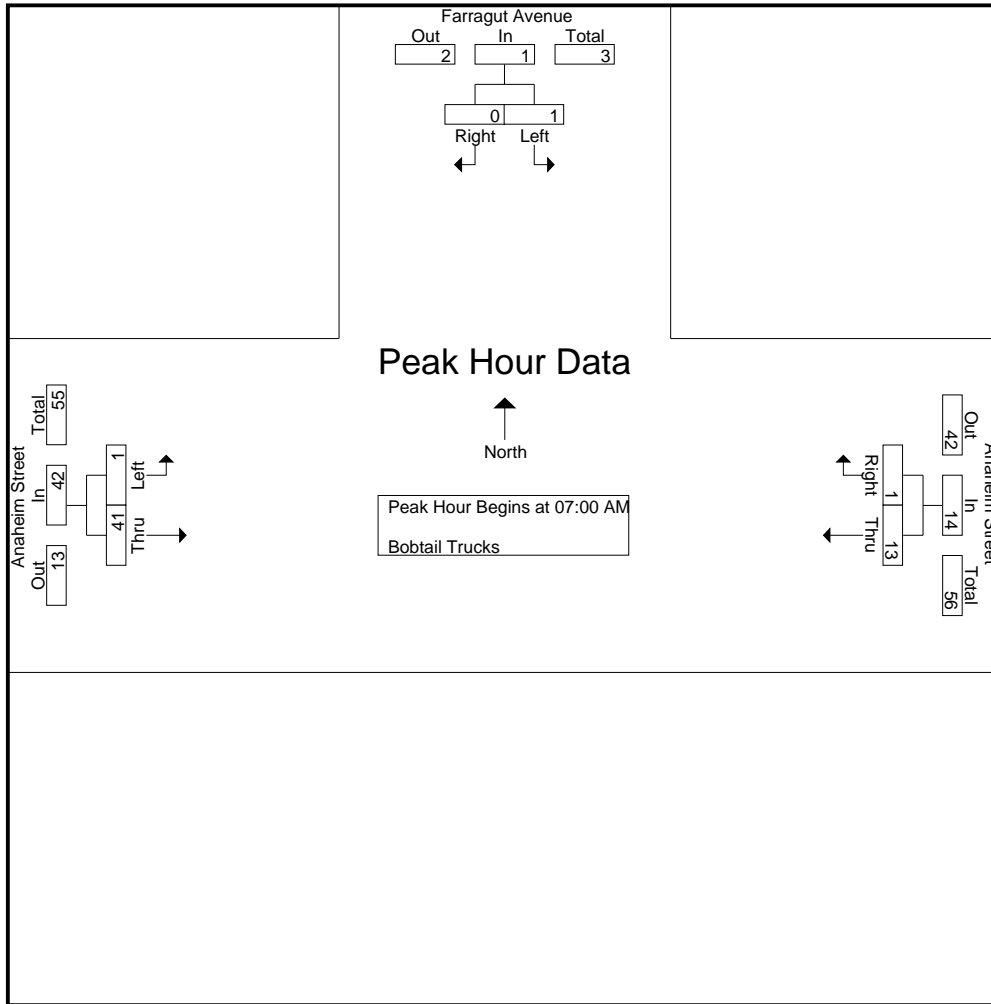
Groups Printed- Bobtail Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	6	0	6	0	4	4	10
07:15 AM	0	0	0	2	0	2	1	8	9	11
07:30 AM	1	0	1	0	1	1	0	15	15	17
07:45 AM	0	0	0	5	0	5	0	14	14	19
Total	1	0	1	13	1	14	1	41	42	57
08:00 AM	0	0	0	5	1	6	1	11	12	18
08:15 AM	0	0	0	6	0	6	0	9	9	15
08:30 AM	0	0	0	13	0	13	0	14	14	27
08:45 AM	1	0	1	4	0	4	0	13	13	18
Total	1	0	1	28	1	29	1	47	48	78
Grand Total	2	0	2	41	2	43	2	88	90	135
Apprch %	100	0		95.3	4.7		2.2	97.8		
Total %	1.5	0	1.5	30.4	1.5	31.9	1.5	65.2	66.7	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	6	0	6	0	4	4	10
07:15 AM	0	0	0	2	0	2	1	8	9	11
07:30 AM	1	0	1	0	1	1	0	15	15	17
07:45 AM	0	0	0	5	0	5	0	14	14	19
Total Volume	1	0	1	13	1	14	1	41	42	57
% App. Total	100	0		92.9	7.1		2.4	97.6		
PHF	.250	.000	.250	.542	.250	.583	.250	.683	.700	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	6	0	6	0	4	4
+15 mins.	0	0	0	2	0	2	1	8	9
+30 mins.	1	0	1	0	1	1	0	15	15
+45 mins.	0	0	0	5	0	5	0	14	14
Total Volume	1	0	1	13	1	14	1	41	42
% App. Total	100	0		92.9	7.1		2.4	97.6	
PHF	.250	.000	.250	.542	.250	.583	.250	.683	.700

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

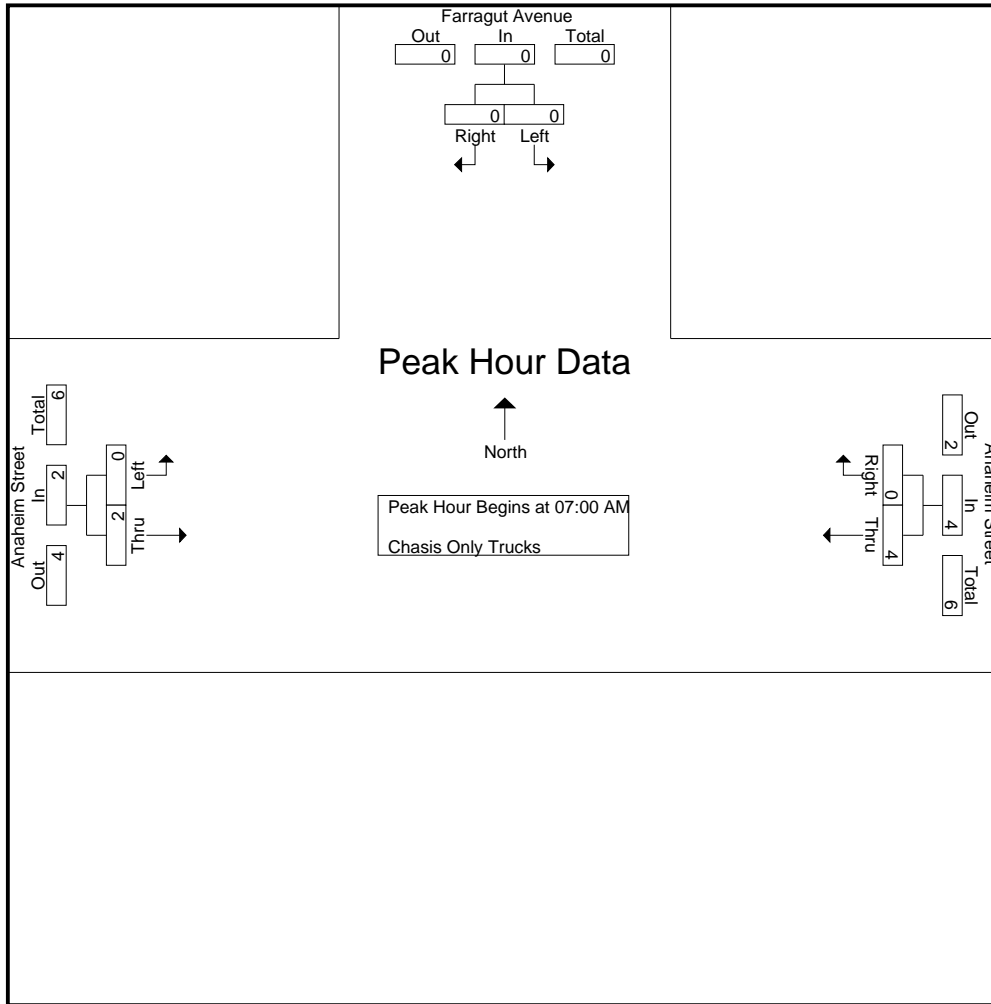
Groups Printed- Chasis Only Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	4	0	4	0	2	2	6
08:00 AM	0	0	0	3	0	3	0	2	2	5
08:15 AM	0	1	1	0	0	0	0	3	3	4
08:30 AM	0	0	0	6	2	8	0	1	1	9
08:45 AM	0	0	0	1	0	1	0	2	2	3
Total	0	1	1	10	2	12	0	8	8	21
Grand Total	0	1	1	14	2	16	0	10	10	27
Apprch %	0	100		87.5	12.5		0	100		
Total %	0	3.7	3.7	51.9	7.4	59.3	0	37	37	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	1	1	1
07:15 AM	0	0	0	1	0	1	0	0	0	1
07:30 AM	0	0	0	3	0	3	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	4	0	4	0	2	2	6
% App. Total	0	0		100	0		0	100		
PHF	.000	.000	.000	.333	.000	.333	.000	.500	.500	.500

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	3	0	3	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	0	0	0	4	0	4	0	2	2
% App. Total	0	0	0	100	0	0	0	100	0
PHF	.000	.000	.000	.333	.000	.333	.000	.500	.500

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

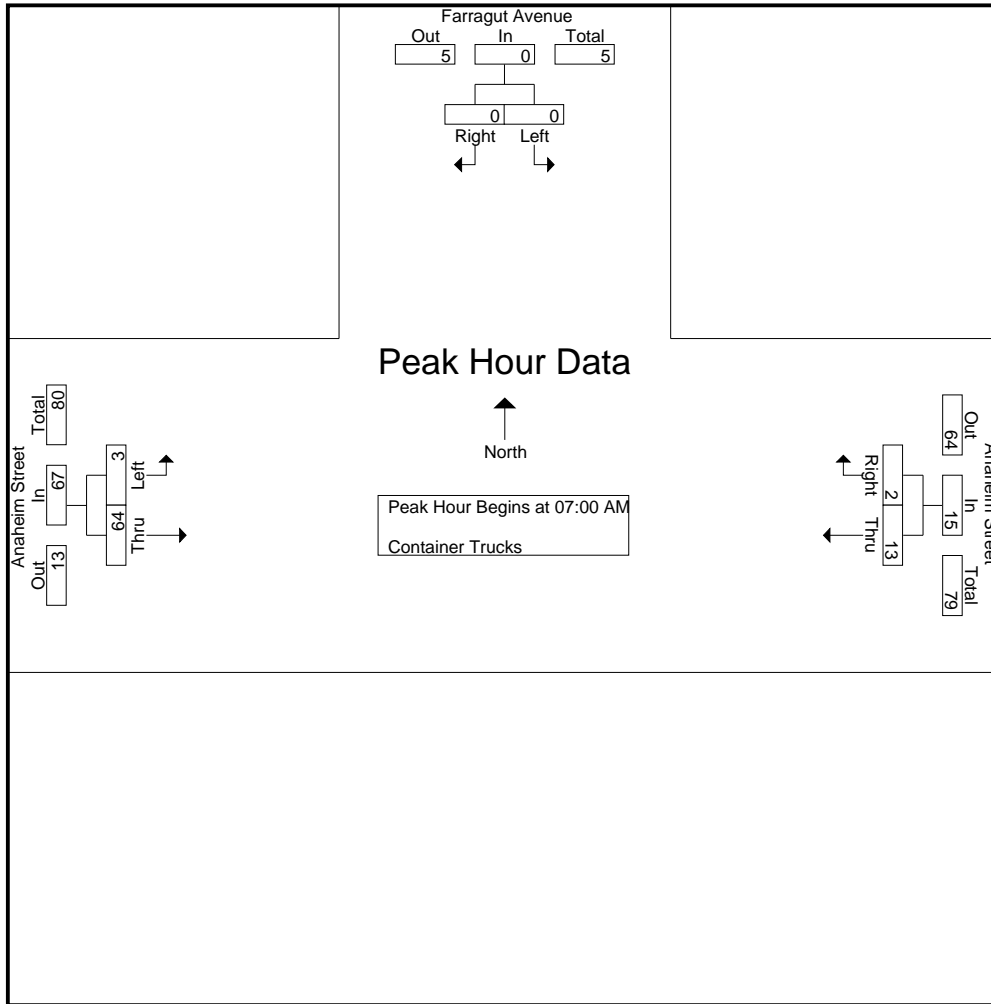
Groups Printed- Container Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	2	0	2	2	15	17	19
07:15 AM	0	0	0	1	0	1	1	16	17	18
07:30 AM	0	0	0	2	2	4	0	21	21	25
07:45 AM	0	0	0	8	0	8	0	12	12	20
Total	0	0	0	13	2	15	3	64	67	82
08:00 AM	0	0	0	1	1	2	0	16	16	18
08:15 AM	0	1	1	5	3	8	0	21	21	30
08:30 AM	0	1	1	4	1	5	1	21	22	28
08:45 AM	0	0	0	5	1	6	0	17	17	23
Total	0	2	2	15	6	21	1	75	76	99
Grand Total	0	2	2	28	8	36	4	139	143	181
Apprch %	0	100		77.8	22.2		2.8	97.2		
Total %	0	1.1	1.1	15.5	4.4	19.9	2.2	76.8	79	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	2	0	2	2	15	17	19
07:15 AM	0	0	0	1	0	1	1	16	17	18
07:30 AM	0	0	0	2	2	4	0	21	21	25
07:45 AM	0	0	0	8	0	8	0	12	12	20
Total Volume	0	0	0	13	2	15	3	64	67	82
% App. Total	0	0		86.7	13.3		4.5	95.5		
PHF	.000	.000	.000	.406	.250	.469	.375	.762	.798	.820

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	2	0	2	2	15	17
+15 mins.	0	0	0	1	0	1	1	16	17
+30 mins.	0	0	0	2	2	4	0	21	21
+45 mins.	0	0	0	8	0	8	0	12	12
Total Volume	0	0	0	13	2	15	3	64	67
% App. Total	0	0	0	86.7	13.3		4.5	95.5	
PHF	.000	.000	.000	.406	.250	.469	.375	.762	.798

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

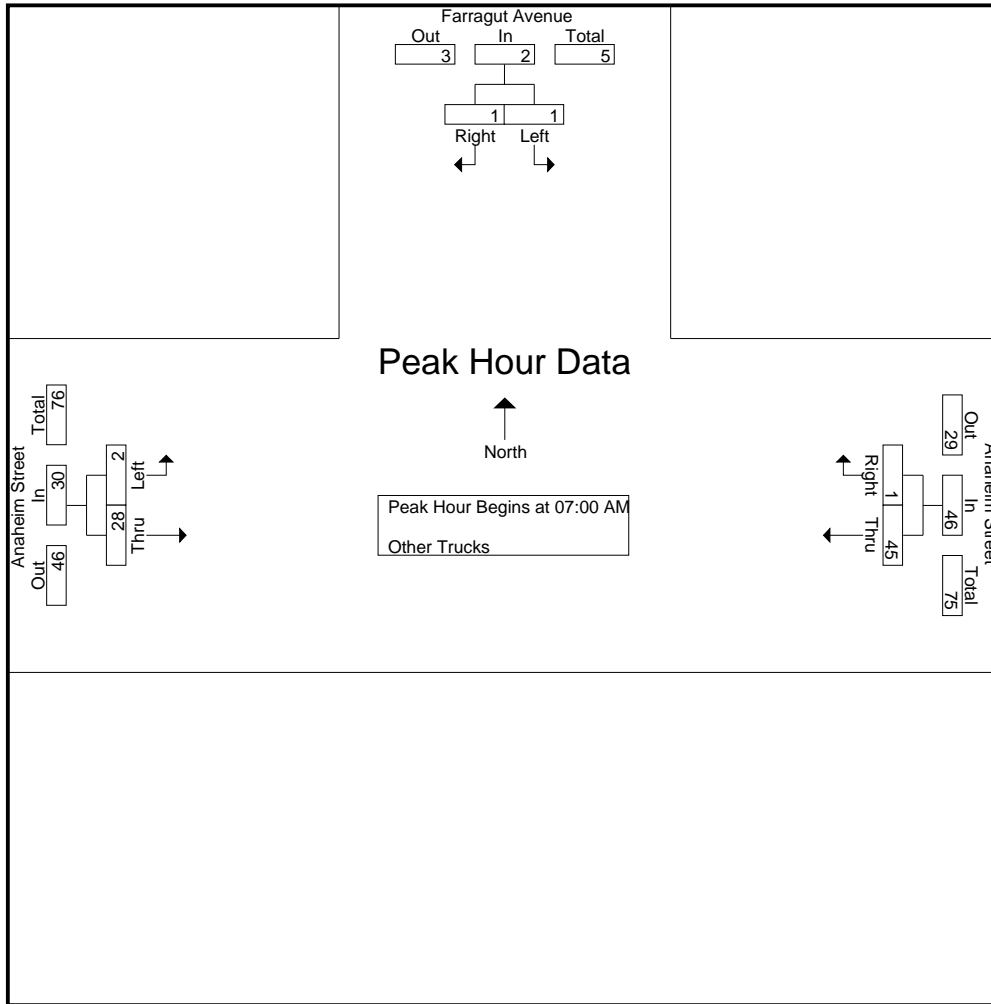
Groups Printed- Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	9	0	9	1	5	6	15
07:15 AM	1	0	1	11	0	11	0	7	7	19
07:30 AM	0	1	1	14	1	15	0	7	7	23
07:45 AM	0	0	0	11	0	11	1	9	10	21
Total	1	1	2	45	1	46	2	28	30	78
08:00 AM	0	0	0	12	0	12	0	7	7	19
08:15 AM	0	1	1	8	0	8	2	5	7	16
08:30 AM	1	0	1	10	1	11	0	15	15	27
08:45 AM	0	0	0	11	0	11	0	13	13	24
Total	1	1	2	41	1	42	2	40	42	86
Grand Total	2	2	4	86	2	88	4	68	72	164
Apprch %	50	50		97.7	2.3		5.6	94.4		
Total %	1.2	1.2	2.4	52.4	1.2	53.7	2.4	41.5	43.9	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	9	0	9	1	5	6	15
07:15 AM	1	0	1	11	0	11	0	7	7	19
07:30 AM	0	1	1	14	1	15	0	7	7	23
07:45 AM	0	0	0	11	0	11	1	9	10	21
Total Volume	1	1	2	45	1	46	2	28	30	78
% App. Total	50	50		97.8	2.2		6.7	93.3		
PHF	.250	.250	.500	.804	.250	.767	.500	.778	.750	.848

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANAM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	9	0	9	1	5	6
+15 mins.	1	0	1	11	0	11	0	7	7
+30 mins.	0	1	1	14	1	15	0	7	7
+45 mins.	0	0	0	11	0	11	1	9	10
Total Volume	1	1	2	45	1	46	2	28	30
% App. Total	50	50		97.8	2.2		6.7	93.3	
PHF	.250	.250	.500	.804	.250	.767	.500	.778	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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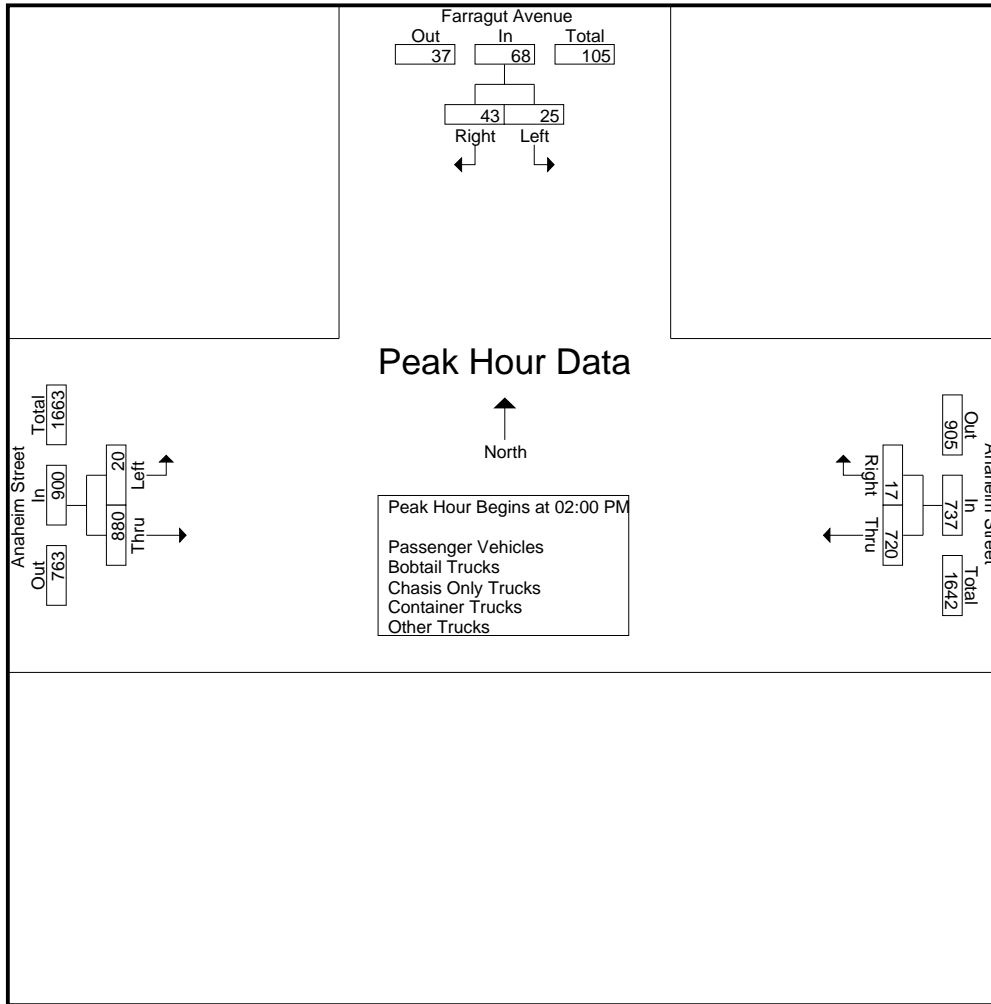
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	7	5	12	170	7	177	9	209	218	407
01:15 PM	5	3	8	182	5	187	4	177	181	376
01:30 PM	4	9	13	157	4	161	2	206	208	382
01:45 PM	2	14	16	159	3	162	3	210	213	391
Total	18	31	49	668	19	687	18	802	820	1556
02:00 PM	5	10	15	157	4	161	0	213	213	389
02:15 PM	2	9	11	195	3	198	6	221	227	436
02:30 PM	10	14	24	196	6	202	5	220	225	451
02:45 PM	8	10	18	172	4	176	9	226	235	429
Total	25	43	68	720	17	737	20	880	900	1705
Grand Total	43	74	117	1388	36	1424	38	1682	1720	3261
Apprch %	36.8	63.2		97.5	2.5		2.2	97.8		
Total %	1.3	2.3	3.6	42.6	1.1	43.7	1.2	51.6	52.7	
Passenger Vehicles	35	58	93	1132	19	1151	30	1379	1409	2653
% Passenger Vehicles	81.4	78.4	79.5	81.6	52.8	80.8	78.9	82	81.9	81.4
Bobtail Trucks	2	8	10	59	7	66	2	92	94	170
% Bobtail Trucks	4.7	10.8	8.5	4.3	19.4	4.6	5.3	5.5	5.5	5.2
Chasis Only Trucks	0	1	1	18	0	18	2	9	11	30
% Chasis Only Trucks	0	1.4	0.9	1.3	0	1.3	5.3	0.5	0.6	0.9
Container Trucks	2	3	5	88	7	95	2	112	114	214
% Container Trucks	4.7	4.1	4.3	6.3	19.4	6.7	5.3	6.7	6.6	6.6
Other Trucks	4	4	8	91	3	94	2	90	92	194
% Other Trucks	9.3	5.4	6.8	6.6	8.3	6.6	5.3	5.4	5.3	5.9

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	5	10	15	157	4	161	0	213	213	389
02:15 PM	2	9	11	195	3	198	6	221	227	436
02:30 PM	10	14	24	196	6	202	5	220	225	451
02:45 PM	8	10	18	172	4	176	9	226	235	429
Total Volume	25	43	68	720	17	737	20	880	900	1705
% App. Total	36.8	63.2		97.7	2.3		2.2	97.8		
PHF	.625	.768	.708	.918	.708	.912	.556	.973	.957	.945

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	5	10	15	157	4	161	0	213	213
+15 mins.	2	9	11	195	3	198	6	221	227
+30 mins.	10	14	24	196	6	202	5	220	225
+45 mins.	8	10	18	172	4	176	9	226	235
Total Volume	25	43	68	720	17	737	20	880	900
% App. Total	36.8	63.2		97.7	2.3		2.2	97.8	
PHF	.625	.768	.708	.918	.708	.912	.556	.973	.957

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

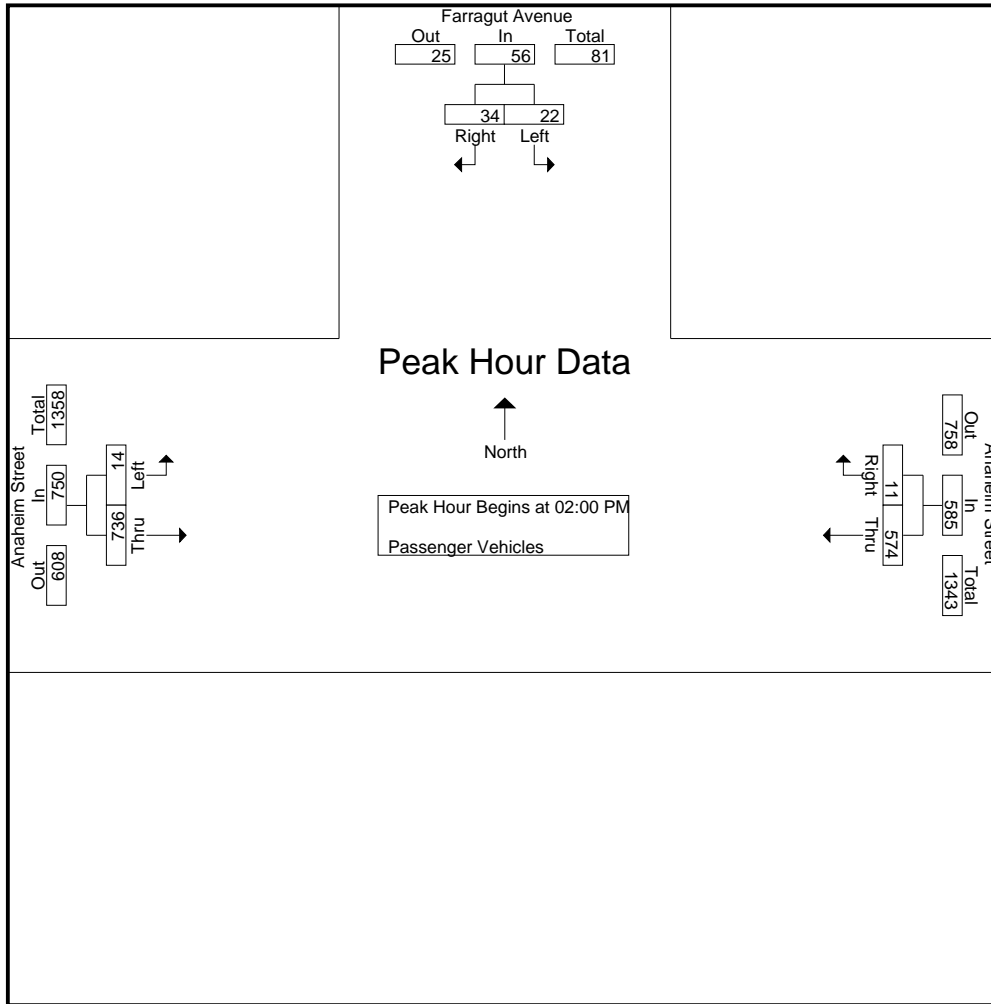
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	4	5	9	145	3	148	7	168	175	332
01:15 PM	5	2	7	146	1	147	4	154	158	312
01:30 PM	3	8	11	133	2	135	2	159	161	307
01:45 PM	1	9	10	134	2	136	3	162	165	311
Total	13	24	37	558	8	566	16	643	659	1262
02:00 PM	4	8	12	124	2	126	0	175	175	313
02:15 PM	2	8	10	152	0	152	4	186	190	352
02:30 PM	9	10	19	156	5	161	5	188	193	373
02:45 PM	7	8	15	142	4	146	5	187	192	353
Total	22	34	56	574	11	585	14	736	750	1391
Grand Total	35	58	93	1132	19	1151	30	1379	1409	2653
Apprch %	37.6	62.4		98.3	1.7		2.1	97.9		
Total %	1.3	2.2	3.5	42.7	0.7	43.4	1.1	52	53.1	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	4	8	12	124	2	126	0	175	175	313
02:15 PM	2	8	10	152	0	152	4	186	190	352
02:30 PM	9	10	19	156	5	161	5	188	193	373
02:45 PM	7	8	15	142	4	146	5	187	192	353
Total Volume	22	34	56	574	11	585	14	736	750	1391
% App. Total	39.3	60.7		98.1	1.9		1.9	98.1		
PHF	.611	.850	.737	.920	.550	.908	.700	.979	.972	.932

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	4	8	12	124	2	126	0	175	175
+15 mins.	2	8	10	152	0	152	4	186	190
+30 mins.	9	10	19	156	5	161	5	188	193
+45 mins.	7	8	15	142	4	146	5	187	192
Total Volume	22	34	56	574	11	585	14	736	750
% App. Total	39.3	60.7		98.1	1.9		1.9	98.1	
PHF	.611	.850	.737	.920	.550	.908	.700	.979	.972

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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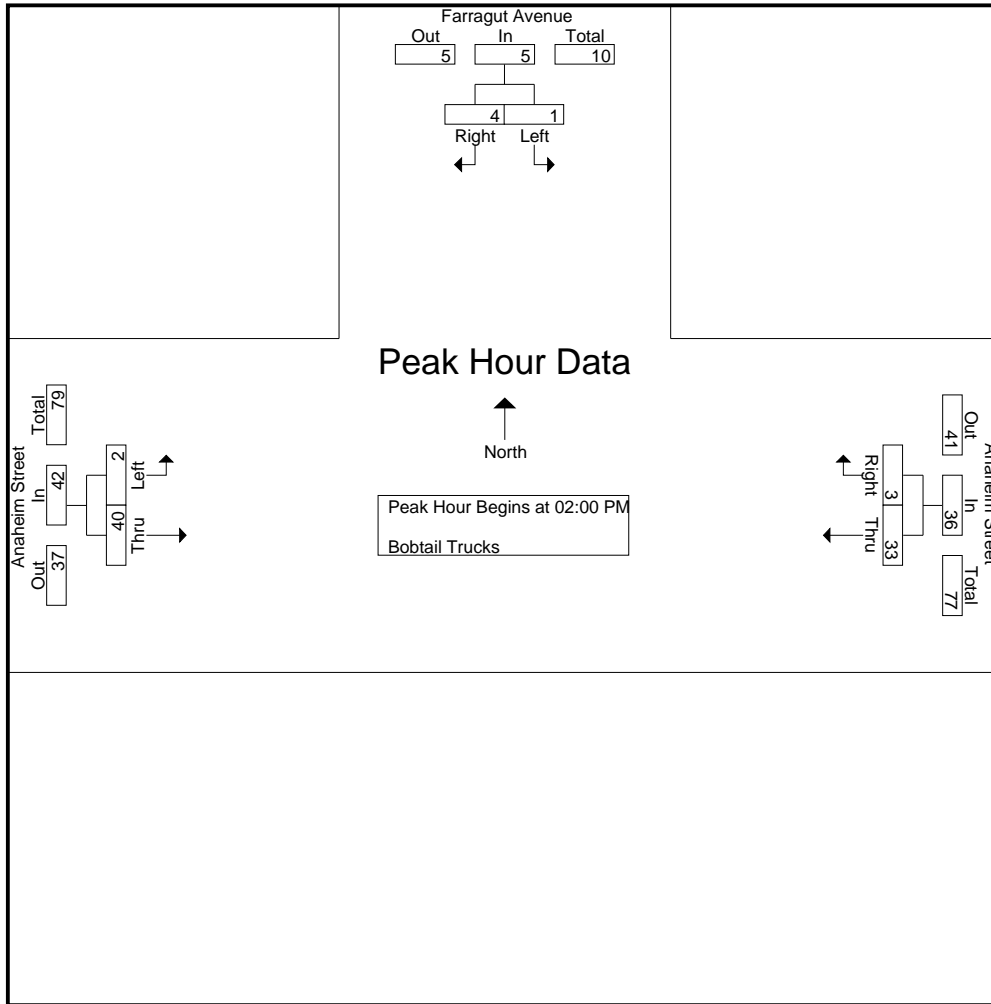
Groups Printed- Bobtail Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	0	1	6	2	8	0	11	11	20
01:15 PM	0	0	0	3	1	4	0	9	9	13
01:30 PM	0	0	0	7	0	7	0	14	14	21
01:45 PM	0	4	4	10	1	11	0	18	18	33
Total	1	4	5	26	4	30	0	52	52	87
02:00 PM	0	0	0	4	1	5	0	10	10	15
02:15 PM	0	1	1	11	1	12	1	13	14	27
02:30 PM	0	2	2	13	1	14	0	11	11	27
02:45 PM	1	1	2	5	0	5	1	6	7	14
Total	1	4	5	33	3	36	2	40	42	83
Grand Total	2	8	10	59	7	66	2	92	94	170
Apprch %	20	80		89.4	10.6		2.1	97.9		
Total %	1.2	4.7	5.9	34.7	4.1	38.8	1.2	54.1	55.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 02:00 PM										
02:00 PM	0	0	0	4	1	5	0	10	10	15
02:15 PM	0	1	1	11	1	12	1	13	14	27
02:30 PM	0	2	2	13	1	14	0	11	11	27
02:45 PM	1	1	2	5	0	5	1	6	7	14
Total Volume	1	4	5	33	3	36	2	40	42	83
% App. Total	20	80		91.7	8.3		4.8	95.2		
PHF	.250	.500	.625	.635	.750	.643	.500	.769	.750	.769

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	4	1	5	0	10	10
+15 mins.	0	1	1	11	1	12	1	13	14
+30 mins.	0	2	2	13	1	14	0	11	11
+45 mins.	1	1	2	5	0	5	1	6	7
Total Volume	1	4	5	33	3	36	2	40	42
% App. Total	20	80		91.7	8.3		4.8	95.2	
PHF	.250	.500	.625	.635	.750	.643	.500	.769	.750

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

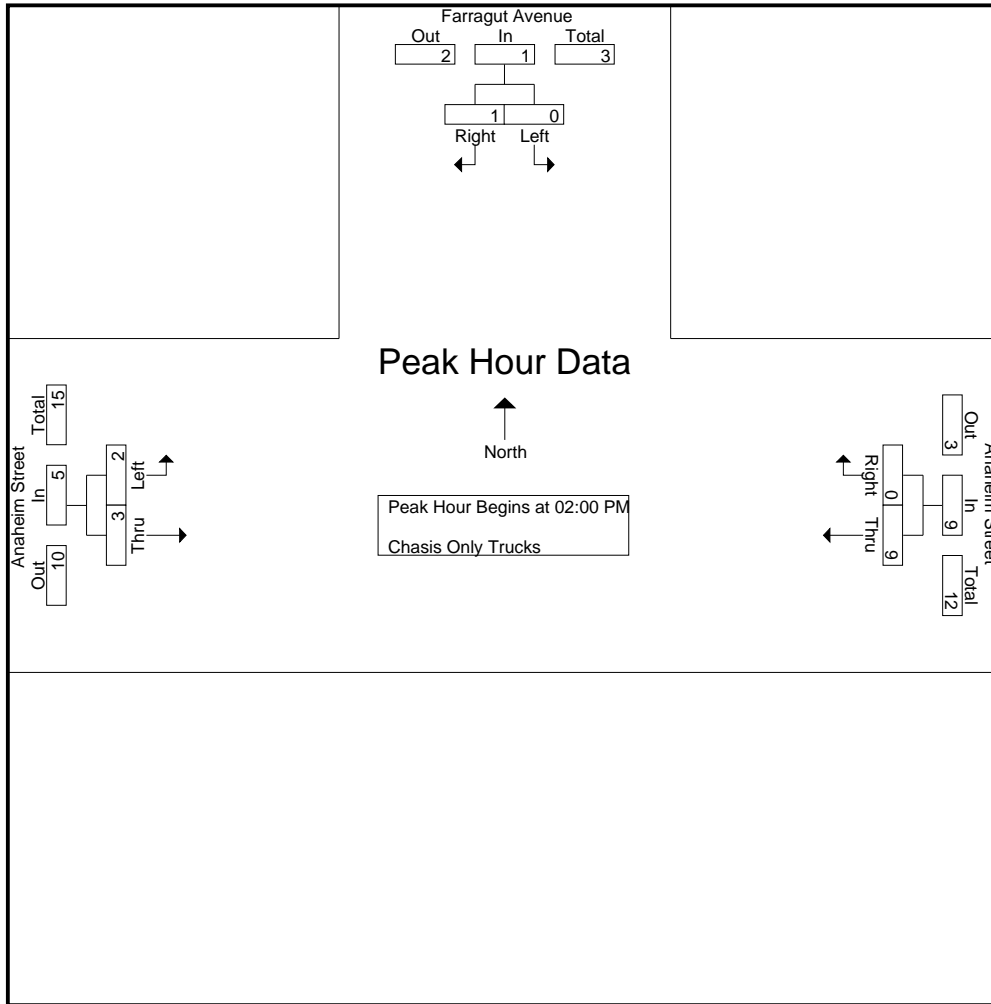
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	3	0	3	0	2	2	5
01:15 PM	0	0	0	5	0	5	0	1	1	6
01:30 PM	0	0	0	0	0	0	0	1	1	1
01:45 PM	0	0	0	1	0	1	0	2	2	3
Total	0	0	0	9	0	9	0	6	6	15
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	5	0	5	0	2	2	7
02:30 PM	0	0	0	2	0	2	0	0	0	2
02:45 PM	0	1	1	2	0	2	2	1	3	6
Total	0	1	1	9	0	9	2	3	5	15
Grand Total	0	1	1	18	0	18	2	9	11	30
Apprch %	0	100		100	0		18.2	81.8		
Total %	0	3.3	3.3	60	0	60	6.7	30	36.7	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	5	0	5	0	2	2	7
02:30 PM	0	0	0	2	0	2	0	0	0	2
02:45 PM	0	1	1	2	0	2	2	1	3	6
Total Volume	0	1	1	9	0	9	2	3	5	15
% App. Total	0	100		100	0		40	60		
PHF	.000	.250	.250	.450	.000	.450	.250	.375	.417	.536

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	5	0	5	0	2	2
+30 mins.	0	0	0	2	0	2	0	0	0
+45 mins.	0	1	1	2	0	2	2	1	3
Total Volume	0	1	1	9	0	9	2	3	5
% App. Total	0	100		100	0		40	60	
PHF	.000	.250	.250	.450	.000	.450	.250	.375	.417

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

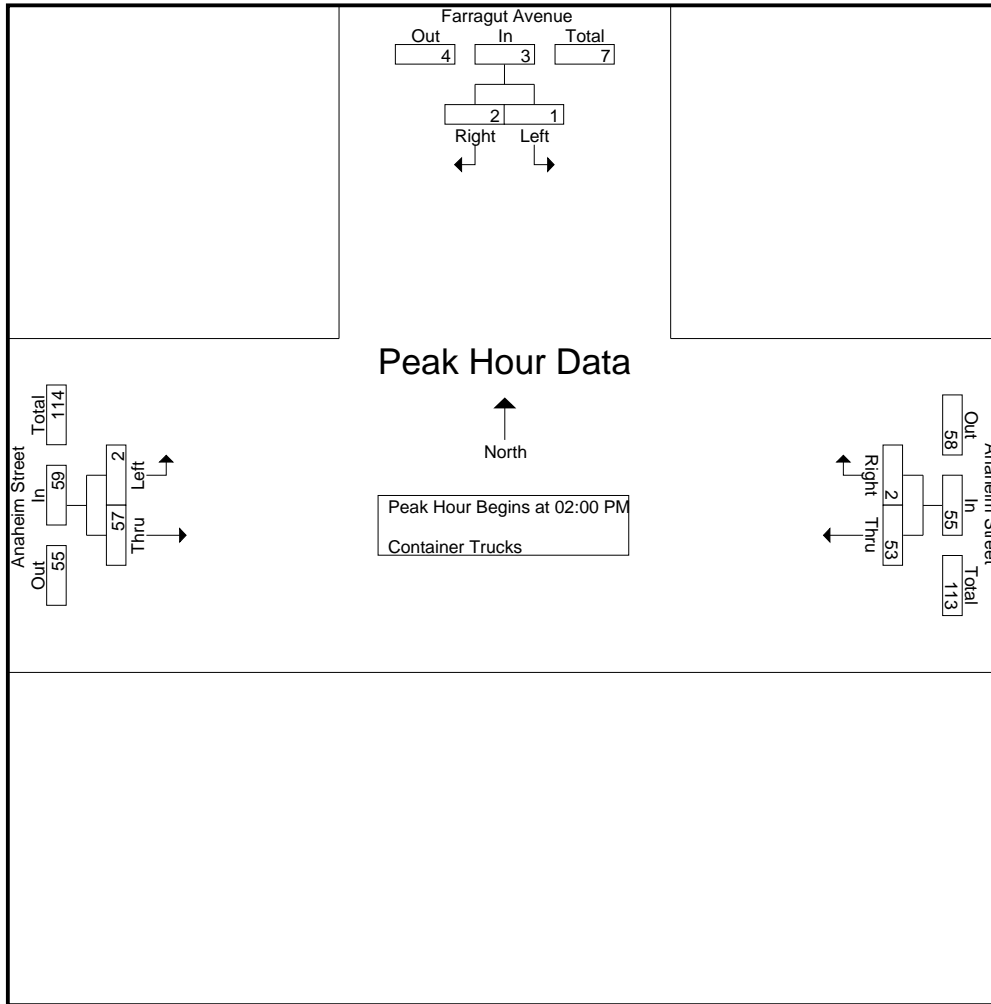
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	5	1	6	0	16	16	22
01:15 PM	0	0	0	16	2	18	0	6	6	24
01:30 PM	0	1	1	7	2	9	0	13	13	23
01:45 PM	1	0	1	7	0	7	0	20	20	28
Total	1	1	2	35	5	40	0	55	55	97
02:00 PM	0	1	1	15	0	15	0	18	18	34
02:15 PM	0	0	0	11	2	13	1	8	9	22
02:30 PM	1	1	2	13	0	13	0	9	9	24
02:45 PM	0	0	0	14	0	14	1	22	23	37
Total	1	2	3	53	2	55	2	57	59	117
Grand Total	2	3	5	88	7	95	2	112	114	214
Apprch %	40	60		92.6	7.4		1.8	98.2		
Total %	0.9	1.4	2.3	41.1	3.3	44.4	0.9	52.3	53.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	0	1	1	15	0	15	0	18	18	34
02:15 PM	0	0	0	11	2	13	1	8	9	22
02:30 PM	1	1	2	13	0	13	0	9	9	24
02:45 PM	0	0	0	14	0	14	1	22	23	37
Total Volume	1	2	3	53	2	55	2	57	59	117
% App. Total	33.3	66.7		96.4	3.6		3.4	96.6		
PHF	.250	.500	.375	.883	.250	.917	.500	.648	.641	.791

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	0	1	1	15	0	15	0	18	18
+15 mins.	0	0	0	11	2	13	1	8	9
+30 mins.	1	1	2	13	0	13	0	9	9
+45 mins.	0	0	0	14	0	14	1	22	23
Total Volume	1	2	3	53	2	55	2	57	59
% App. Total	33.3	66.7		96.4	3.6		3.4	96.6	
PHF	.250	.500	.375	.883	.250	.917	.500	.648	.641

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

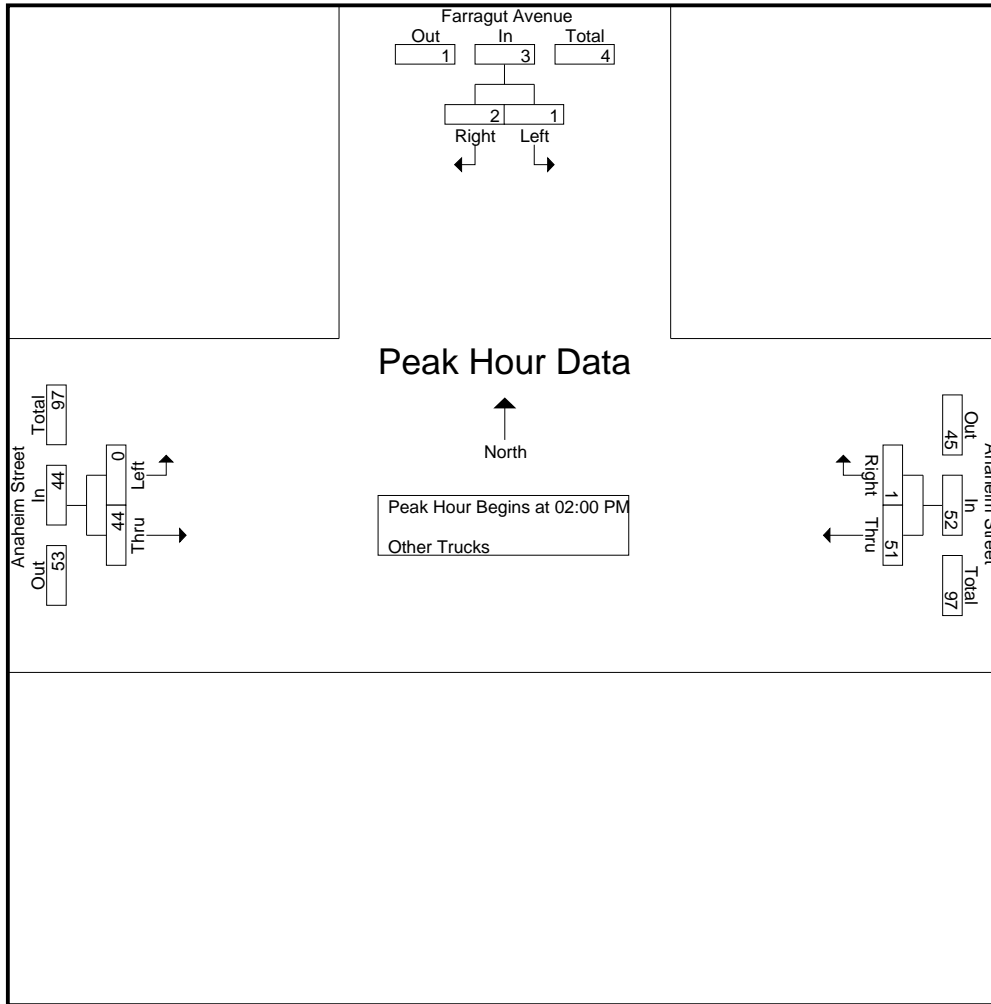
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	2	0	2	11	1	12	2	12	14	28
01:15 PM	0	1	1	12	1	13	0	7	7	21
01:30 PM	1	0	1	10	0	10	0	19	19	30
01:45 PM	0	1	1	7	0	7	0	8	8	16
Total	3	2	5	40	2	42	2	46	48	95
02:00 PM	1	1	2	14	1	15	0	10	10	27
02:15 PM	0	0	0	16	0	16	0	12	12	28
02:30 PM	0	1	1	12	0	12	0	12	12	25
02:45 PM	0	0	0	9	0	9	0	10	10	19
Total	1	2	3	51	1	52	0	44	44	99
Grand Total	4	4	8	91	3	94	2	90	92	194
Apprch %	50	50		96.8	3.2		2.2	97.8		
Total %	2.1	2.1	4.1	46.9	1.5	48.5	1	46.4	47.4	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
02:00 PM	1	1	2	14	1	15	0	10	10	27
02:15 PM	0	0	0	16	0	16	0	12	12	28
02:30 PM	0	1	1	12	0	12	0	12	12	25
02:45 PM	0	0	0	9	0	9	0	10	10	19
Total Volume	1	2	3	51	1	52	0	44	44	99
% App. Total	33.3	66.7		98.1	1.9		0	100		
PHF	.250	.500	.375	.797	.250	.813	.000	.917	.917	.884

Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 02:00 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANMD
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			02:00 PM			02:00 PM		
+0 mins.	1	1	2	14	1	15	0	10	10
+15 mins.	0	0	0	16	0	16	0	12	12
+30 mins.	0	1	1	12	0	12	0	12	12
+45 mins.	0	0	0	9	0	9	0	10	10
Total Volume	1	2	3	51	1	52	0	44	44
% App. Total	33.3	66.7		98.1	1.9		0	100	
PHF	.250	.500	.375	.797	.250	.813	.000	.917	.917

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

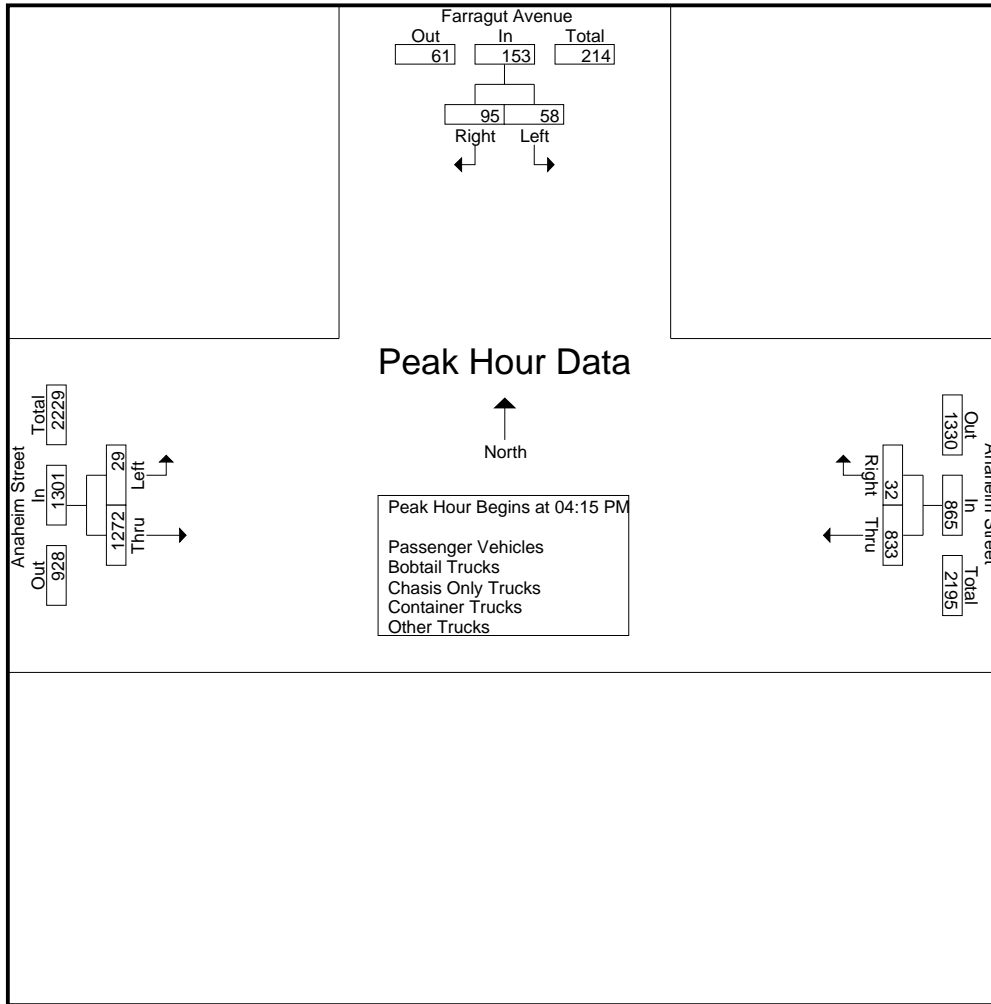
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	7	9	16	197	8	205	9	289	298	519
04:15 PM	14	5	19	239	14	253	10	291	301	573
04:30 PM	23	59	82	204	4	208	6	270	276	566
04:45 PM	15	21	36	205	6	211	8	332	340	587
Total	59	94	153	845	32	877	33	1182	1215	2245
05:00 PM	6	10	16	185	8	193	5	379	384	593
05:15 PM	7	4	11	127	13	140	5	306	311	462
05:30 PM	8	13	21	145	10	155	6	264	270	446
05:45 PM	2	5	7	107	3	110	7	219	226	343
Total	23	32	55	564	34	598	23	1168	1191	1844
Grand Total	82	126	208	1409	66	1475	56	2350	2406	4089
Apprch %	39.4	60.6		95.5	4.5		2.3	97.7		
Total %	2	3.1	5.1	34.5	1.6	36.1	1.4	57.5	58.8	
Passenger Vehicles	81	124	205	1218	37	1255	36	2133	2169	3629
% Passenger Vehicles	98.8	98.4	98.6	86.4	56.1	85.1	64.3	90.8	90.1	88.8
Bobtail Trucks	0	0	0	78	11	89	2	81	83	172
% Bobtail Trucks	0	0	0	5.5	16.7	6	3.6	3.4	3.4	4.2
Chasis Only Trucks	0	0	0	5	0	5	7	0	7	12
% Chasis Only Trucks	0	0	0	0.4	0	0.3	12.5	0	0.3	0.3
Container Trucks	1	1	2	63	15	78	2	86	88	168
% Container Trucks	1.2	0.8	1	4.5	22.7	5.3	3.6	3.7	3.7	4.1
Other Trucks	0	1	1	45	3	48	9	50	59	108
% Other Trucks	0	0.8	0.5	3.2	4.5	3.3	16.1	2.1	2.5	2.6

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	14	5	19	239	14	253	10	291	301	573
04:30 PM	23	59	82	204	4	208	6	270	276	566
04:45 PM	15	21	36	205	6	211	8	332	340	587
05:00 PM	6	10	16	185	8	193	5	379	384	593
Total Volume	58	95	153	833	32	865	29	1272	1301	2319
% App. Total	37.9	62.1		96.3	3.7		2.2	97.8		
PHF	.630	.403	.466	.871	.571	.855	.725	.839	.847	.978

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	7	9	16	197	8	205	6	270	276
+15 mins.	14	5	19	239	14	253	8	332	340
+30 mins.	23	59	82	204	4	208	5	379	384
+45 mins.	15	21	36	205	6	211	5	306	311
Total Volume	59	94	153	845	32	877	24	1287	1311
% App. Total	38.6	61.4		96.4	3.6		1.8	98.2	
PHF	.641	.398	.466	.884	.571	.867	.750	.849	.854

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
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Groups Printed- Passenger Vehicles

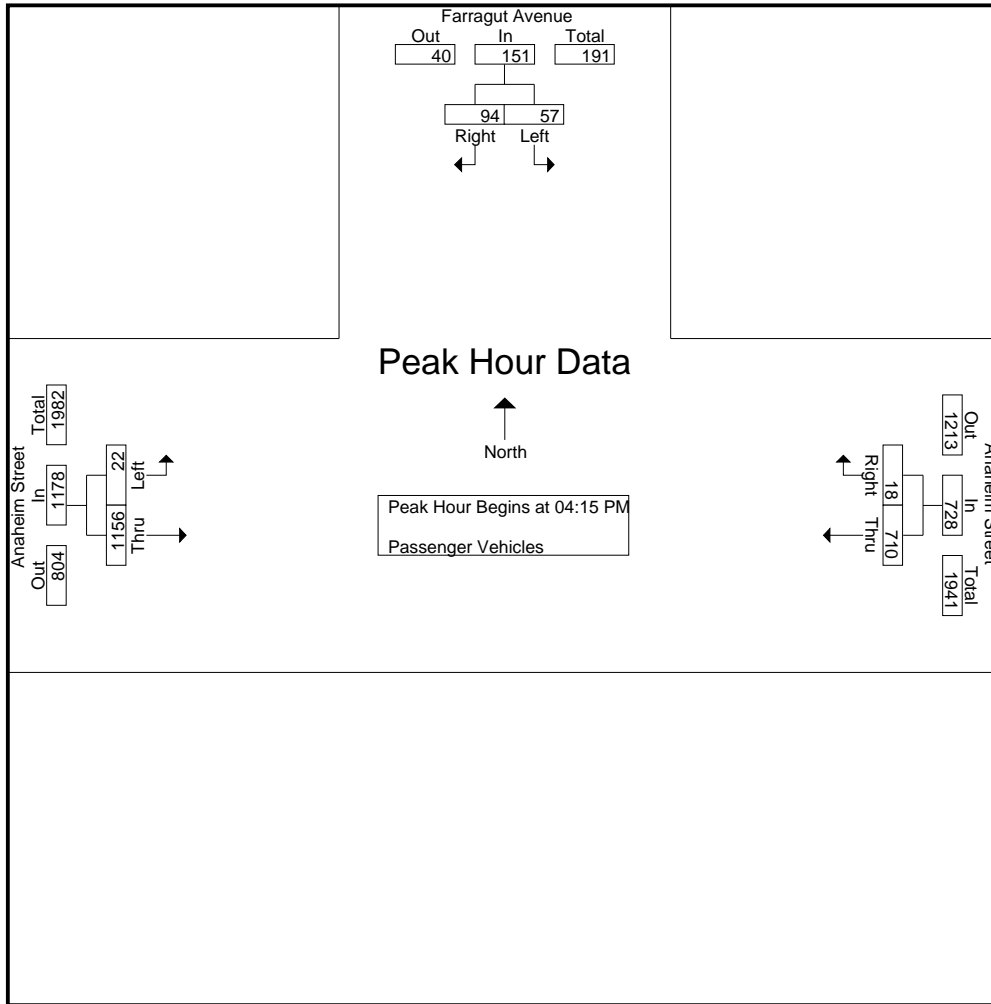
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	7	8	15	165	5	170	7	251	258	443
04:15 PM	14	5	19	197	9	206	6	251	257	482
04:30 PM	23	59	82	172	2	174	6	245	251	507
04:45 PM	14	21	35	176	3	179	6	305	311	525
Total	58	93	151	710	19	729	25	1052	1077	1957
05:00 PM	6	9	15	165	4	169	4	355	359	543
05:15 PM	7	4	11	113	7	120	3	276	279	410
05:30 PM	8	13	21	132	6	138	4	248	252	411
05:45 PM	2	5	7	98	1	99	0	202	202	308
Total	23	31	54	508	18	526	11	1081	1092	1672
Grand Total	81	124	205	1218	37	1255	36	2133	2169	3629
Apprch %	39.5	60.5		97.1	2.9		1.7	98.3		
Total %	2.2	3.4	5.6	33.6	1	34.6	1	58.8	59.8	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	14	5	19	197	9	206	6	251	257	482
04:30 PM	23	59	82	172	2	174	6	245	251	507
04:45 PM	14	21	35	176	3	179	6	305	311	525
05:00 PM	6	9	15	165	4	169	4	355	359	543
Total Volume	57	94	151	710	18	728	22	1156	1178	2057
% App. Total	37.7	62.3		97.5	2.5		1.9	98.1		
PHF	.620	.398	.460	.901	.500	.883	.917	.814	.820	.947

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	14	5	19	197	9	206	6	251	257
+15 mins.	23	59	82	172	2	174	6	245	251
+30 mins.	14	21	35	176	3	179	6	305	311
+45 mins.	6	9	15	165	4	169	4	355	359
Total Volume	57	94	151	710	18	728	22	1156	1178
% App. Total	37.7	62.3		97.5	2.5		1.9	98.1	
PHF	.620	.398	.460	.901	.500	.883	.917	.814	.820

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

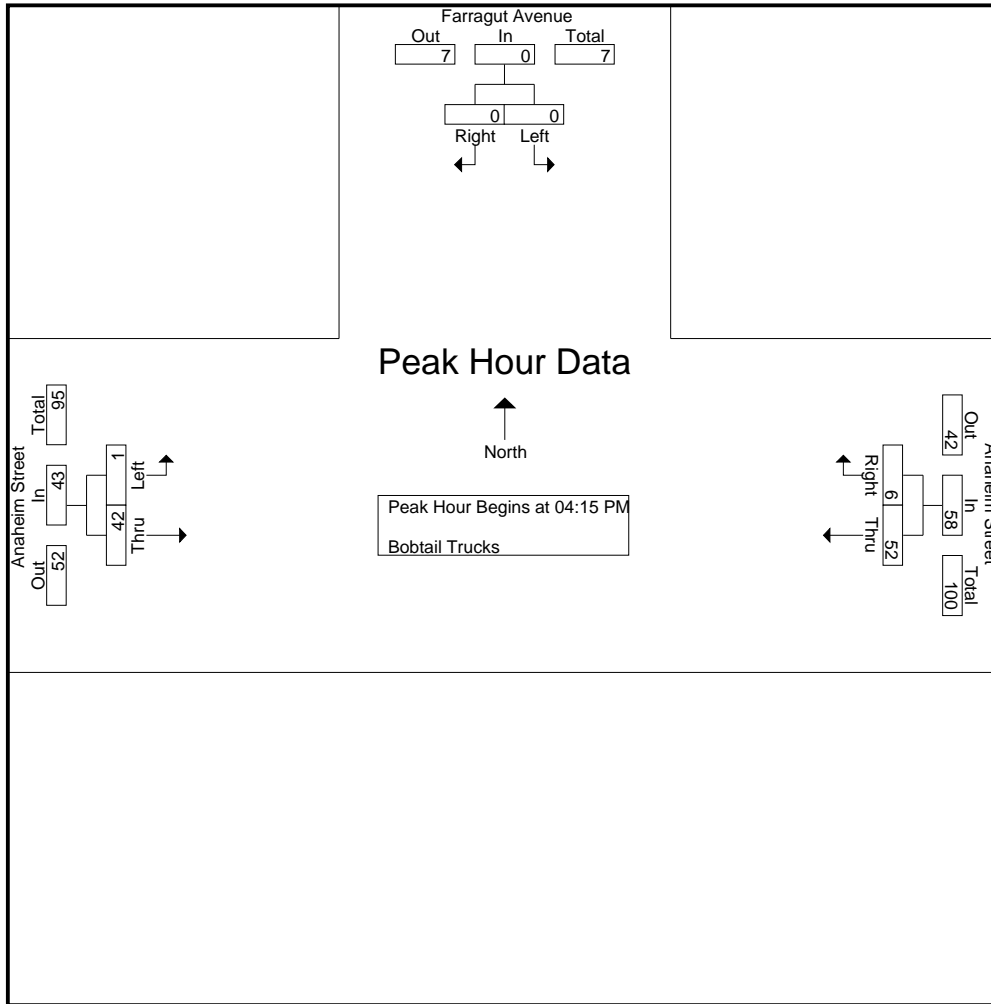
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	15	2	17	0	13	13	30
04:15 PM	0	0	0	21	3	24	1	14	15	39
04:30 PM	0	0	0	13	1	14	0	11	11	25
04:45 PM	0	0	0	12	2	14	0	8	8	22
Total	0	0	0	61	8	69	1	46	47	116
05:00 PM	0	0	0	6	0	6	0	9	9	15
05:15 PM	0	0	0	4	1	5	1	13	14	19
05:30 PM	0	0	0	2	0	2	0	7	7	9
05:45 PM	0	0	0	5	2	7	0	6	6	13
Total	0	0	0	17	3	20	1	35	36	56
Grand Total	0	0	0	78	11	89	2	81	83	172
Apprch %	0	0		87.6	12.4		2.4	97.6		
Total %	0	0		45.3	6.4	51.7	1.2	47.1	48.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	21	3	24	1	14	15	39
04:30 PM	0	0	0	13	1	14	0	11	11	25
04:45 PM	0	0	0	12	2	14	0	8	8	22
05:00 PM	0	0	0	6	0	6	0	9	9	15
Total Volume	0	0	0	52	6	58	1	42	43	101
% App. Total	0	0		89.7	10.3		2.3	97.7		
PHF	.000	.000	.000	.619	.500	.604	.250	.750	.717	.647

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	21	3	24	1	14	15
+15 mins.	0	0	0	13	1	14	0	11	11
+30 mins.	0	0	0	12	2	14	0	8	8
+45 mins.	0	0	0	6	0	6	0	9	9
Total Volume	0	0	0	52	6	58	1	42	43
% App. Total	0	0	0	89.7	10.3		2.3	97.7	
PHF	.000	.000	.000	.619	.500	.604	.250	.750	.717

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

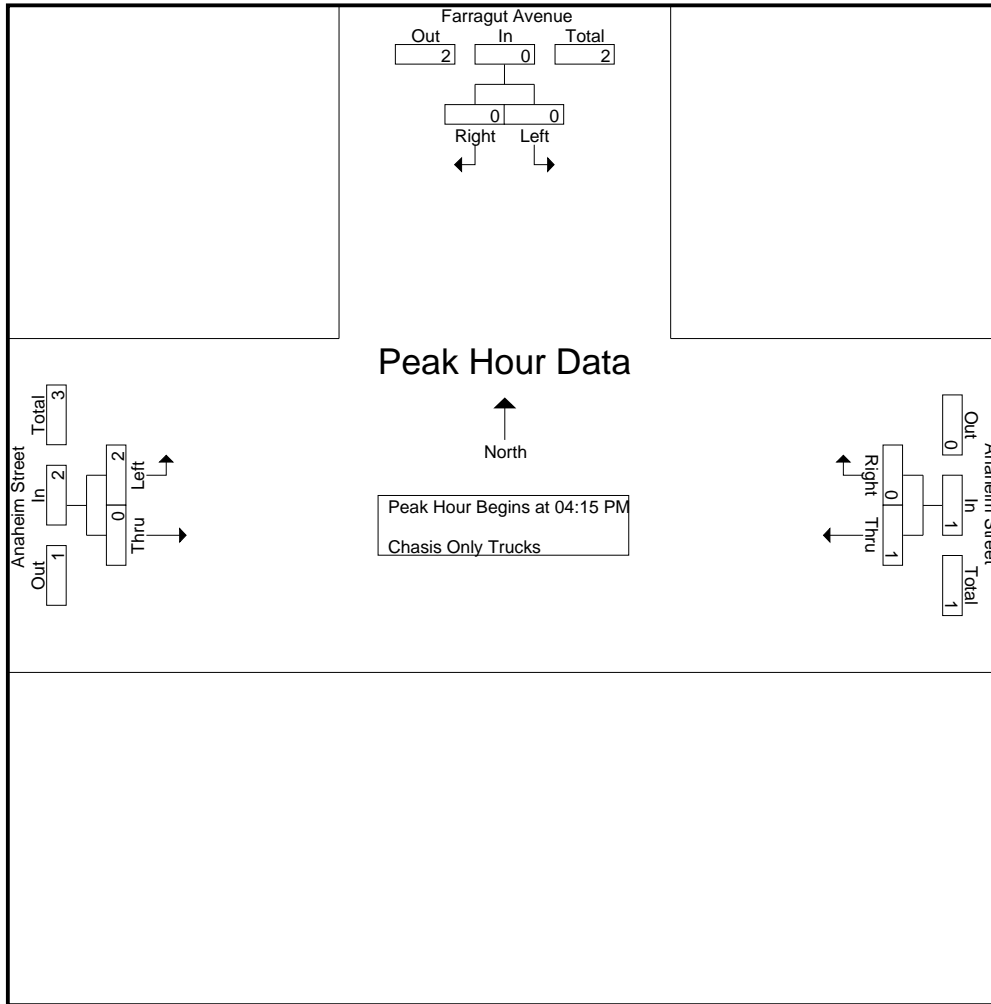
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	1	0	1	3
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	3	0	3	3	0	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	0	0	0	1
05:30 PM	0	0	0	1	0	1	1	0	1	2
05:45 PM	0	0	0	0	0	0	3	0	3	3
Total	0	0	0	2	0	2	4	0	4	6
Grand Total	0	0	0	5	0	5	7	0	7	12
Apprch %	0	0		100	0		100	0		
Total %	0	0		41.7	0	41.7	58.3	0	58.3	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	1	0	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	2	0	2	3
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250	.375

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	1	0	1	2	0	2
% App. Total	0	0	0	100	0	100	100	0	100
PHF	.000	.000	.000	.250	.000	.250	.250	.000	.250

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

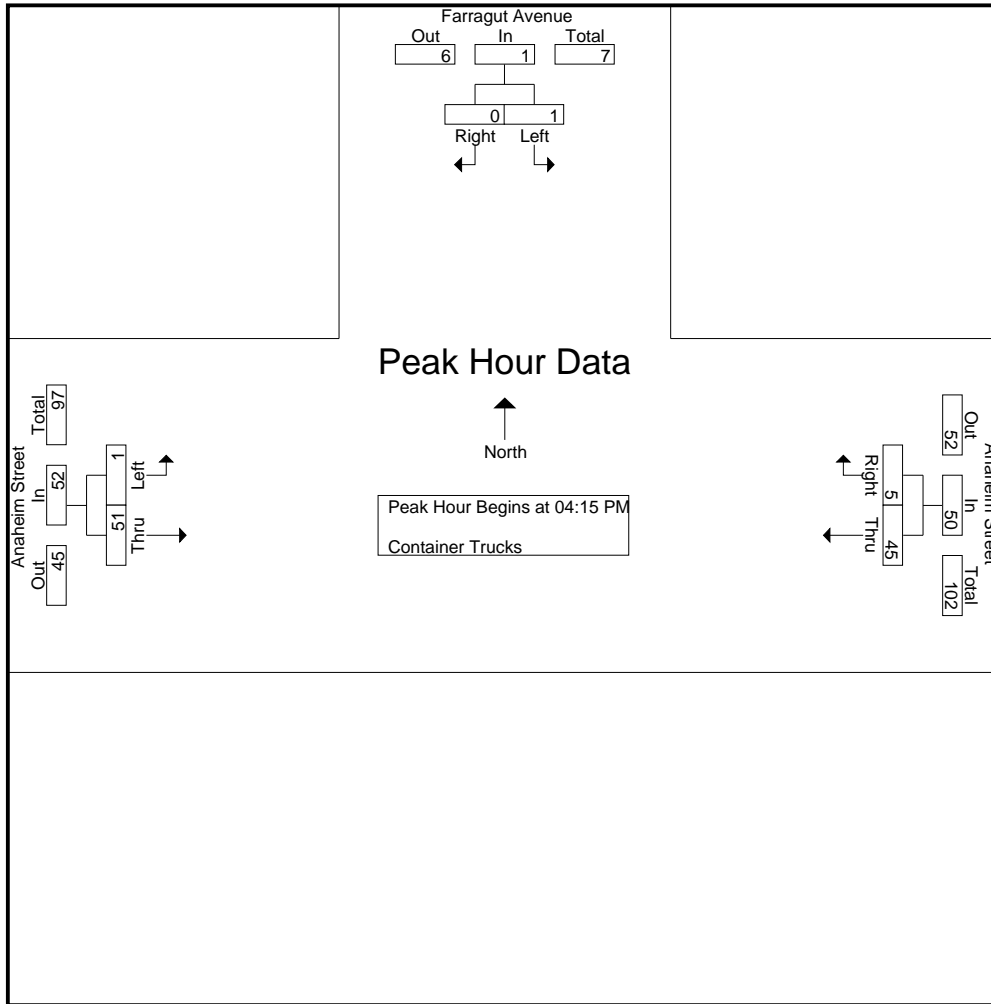
Groups Printed- Container Trucks

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	1	1	5	1	6	1	10	11	18
04:15 PM	0	0	0	13	1	14	0	19	19	33
04:30 PM	0	0	0	10	0	10	0	12	12	22
04:45 PM	1	0	1	11	1	12	0	11	11	24
Total	1	1	2	39	3	42	1	52	53	97
05:00 PM	0	0	0	11	3	14	1	9	10	24
05:15 PM	0	0	0	6	5	11	0	12	12	23
05:30 PM	0	0	0	4	4	8	0	5	5	13
05:45 PM	0	0	0	3	0	3	0	8	8	11
Total	0	0	0	24	12	36	1	34	35	71
Grand Total	1	1	2	63	15	78	2	86	88	168
Apprch %	50	50		80.8	19.2		2.3	97.7		
Total %	0.6	0.6	1.2	37.5	8.9	46.4	1.2	51.2	52.4	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	13	1	14	0	19	19	33
04:30 PM	0	0	0	10	0	10	0	12	12	22
04:45 PM	1	0	1	11	1	12	0	11	11	24
05:00 PM	0	0	0	11	3	14	1	9	10	24
Total Volume	1	0	1	45	5	50	1	51	52	103
% App. Total	100	0		90	10		1.9	98.1		
PHF	.250	.000	.250	.865	.417	.893	.250	.671	.684	.780

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	13	1	14	0	19	19
+15 mins.	0	0	0	10	0	10	0	12	12
+30 mins.	1	0	1	11	1	12	0	11	11
+45 mins.	0	0	0	11	3	14	1	9	10
Total Volume	1	0	1	45	5	50	1	51	52
% App. Total	100	0		90	10		1.9	98.1	
PHF	.250	.000	.250	.865	.417	.893	.250	.671	.684

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

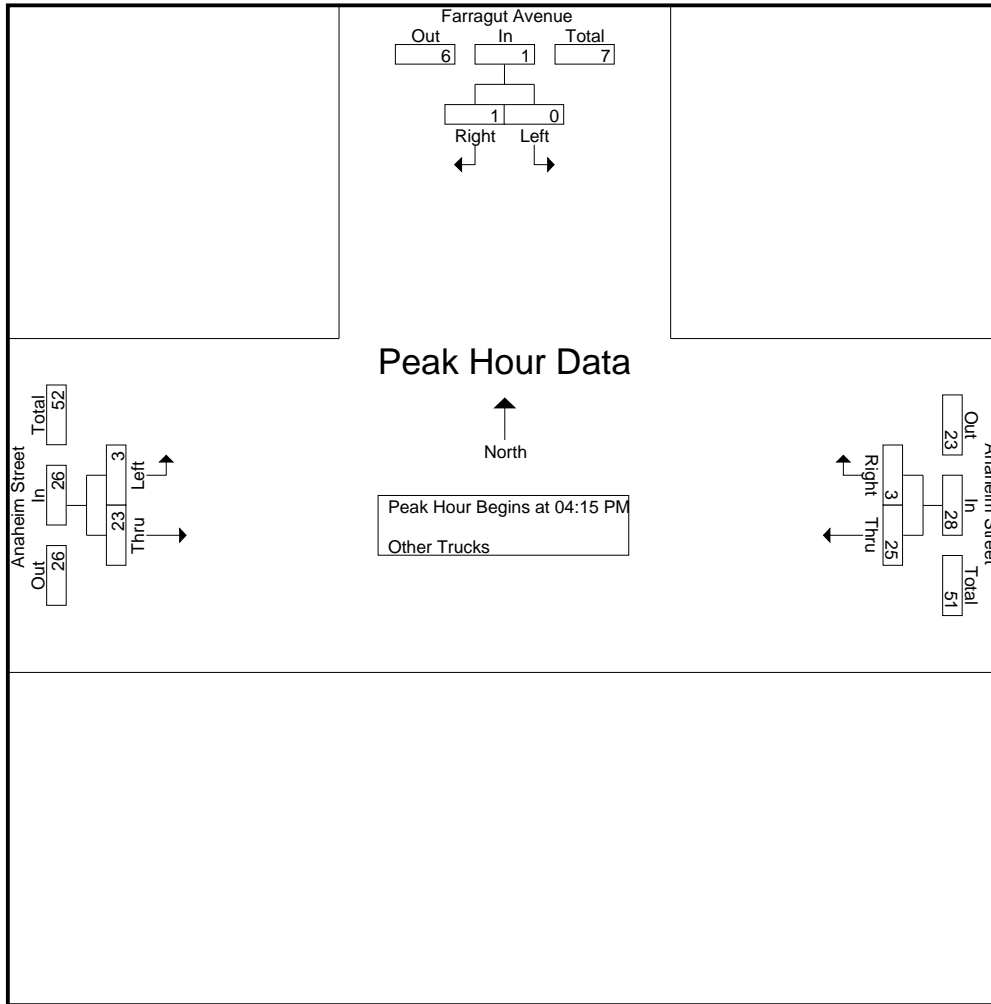
Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	10	0	10	0	15	15	25
04:15 PM	0	0	0	8	1	9	1	7	8	17
04:30 PM	0	0	0	8	1	9	0	2	2	11
04:45 PM	0	0	0	6	0	6	2	8	10	16
Total	0	0	0	32	2	34	3	32	35	69
05:00 PM	0	1	1	3	1	4	0	6	6	11
05:15 PM	0	0	0	3	0	3	1	5	6	9
05:30 PM	0	0	0	6	0	6	1	4	5	11
05:45 PM	0	0	0	1	0	1	4	3	7	8
Total	0	1	1	13	1	14	6	18	24	39
Grand Total	0	1	1	45	3	48	9	50	59	108
Apprch %	0	100		93.8	6.2		15.3	84.7		
Total %	0	0.9	0.9	41.7	2.8	44.4	8.3	46.3	54.6	

Start Time	Farragut Avenue Southbound			Anaheim Street Westbound			Anaheim Street Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:15 PM	0	0	0	8	1	9	1	7	8	17
04:30 PM	0	0	0	8	1	9	0	2	2	11
04:45 PM	0	0	0	6	0	6	2	8	10	16
05:00 PM	0	1	1	3	1	4	0	6	6	11
Total Volume	0	1	1	25	3	28	3	23	26	55
% App. Total	0	100		89.3	10.7		11.5	88.5		
PHF	.000	.250	.250	.781	.750	.778	.375	.719	.650	.809

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Farragut Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCFAANPM
 Site Code : 00000155
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:15 PM			04:15 PM		
+0 mins.	0	0	0	8	1	9	1	7	8
+15 mins.	0	0	0	8	1	9	0	2	2
+30 mins.	0	0	0	6	0	6	2	8	10
+45 mins.	0	1	1	3	1	4	0	6	6
Total Volume	0	1	1	25	3	28	3	23	26
% App. Total	0	100		89.3	10.7		11.5	88.5	
PHF	.000	.250	.250	.781	.750	.778	.375	.719	.650

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

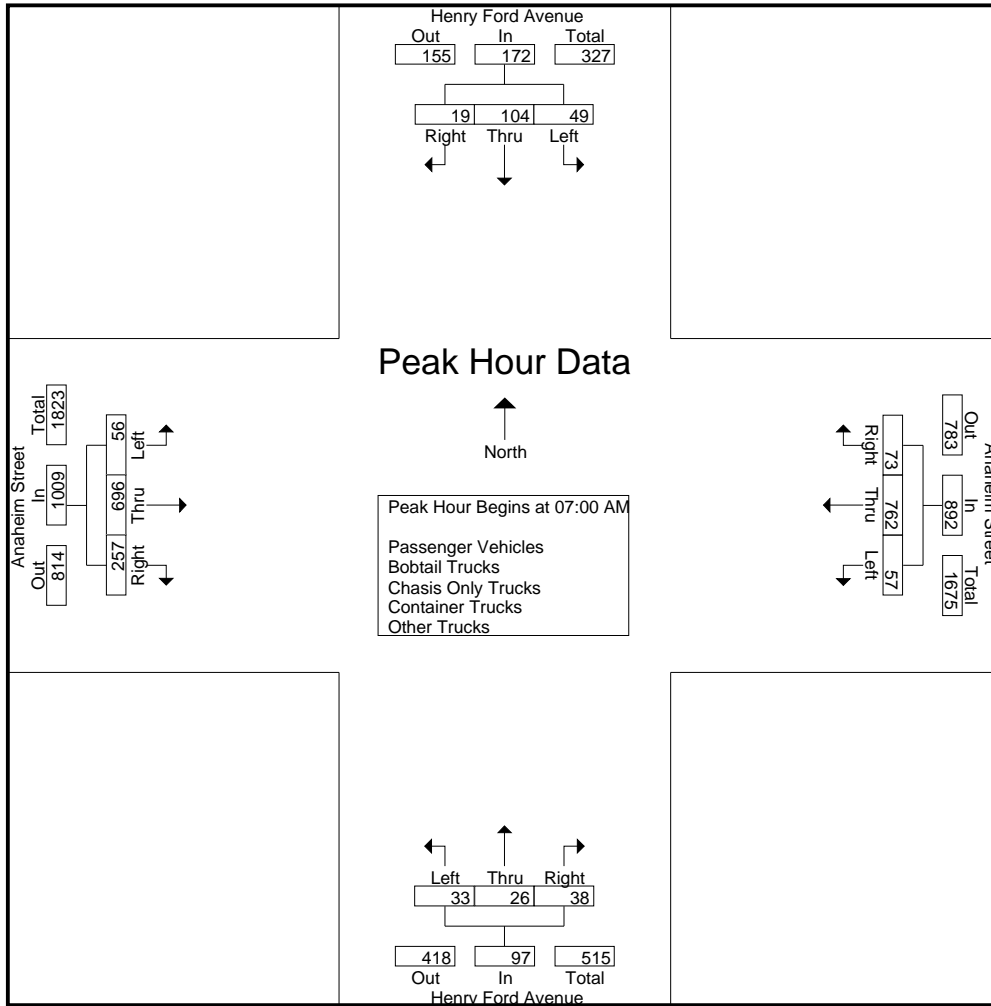
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	13	4	26	11	171	18	200	7	5	10	22	10	185	61	256	504
07:15 AM	13	24	2	39	12	194	16	222	9	4	15	28	12	187	93	292	581
07:30 AM	13	36	7	56	18	198	15	231	7	4	4	15	14	175	61	250	552
07:45 AM	14	31	6	51	16	199	24	239	10	13	9	32	20	149	42	211	533
Total	49	104	19	172	57	762	73	892	33	26	38	97	56	696	257	1009	2170
08:00 AM	16	40	4	60	11	166	23	200	10	5	4	19	16	152	28	196	475
08:15 AM	25	41	5	71	16	147	16	179	15	12	10	37	18	134	26	178	465
08:30 AM	19	32	5	56	25	149	19	193	10	13	13	36	12	161	36	209	494
08:45 AM	18	31	5	54	14	142	22	178	17	20	14	51	11	119	23	153	436
Total	78	144	19	241	66	604	80	750	52	50	41	143	57	566	113	736	1870
Grand Total	127	248	38	413	123	1366	153	1642	85	76	79	240	113	1262	370	1745	4040
Apprch %	30.8	60	9.2		7.5	83.2	9.3		35.4	31.7	32.9		6.5	72.3	21.2		
Total %	3.1	6.1	0.9	10.2	3	33.8	3.8	40.6	2.1	1.9	2	5.9	2.8	31.2	9.2	43.2	
Passenger Vehicles	92	56	32	180	87	1260	137	1484	64	38	60	162	82	991	277	1350	3176
% Passenger Vehicles	72.4	22.6	84.2	43.6	70.7	92.2	89.5	90.4	75.3	50	75.9	67.5	72.6	78.5	74.9	77.4	78.6
Bobtail Trucks	18	82	2	102	22	16	5	43	7	21	10	38	15	76	68	159	342
% Bobtail Trucks	14.2	33.1	5.3	24.7	17.9	1.2	3.3	2.6	8.2	27.6	12.7	15.8	13.3	6	18.4	9.1	8.5
Chasis Only Trucks	0	18	0	18	0	0	0	0	1	2	0	3	0	7	6	13	34
% Chasis Only Trucks	0	7.3	0	4.4	0	0	0	0	1.2	2.6	0	1.2	0	0.6	1.6	0.7	0.8
Container Trucks	11	83	2	96	8	13	5	26	10	12	5	27	9	132	15	156	305
% Container Trucks	8.7	33.5	5.3	23.2	6.5	1	3.3	1.6	11.8	15.8	6.3	11.2	8	10.5	4.1	8.9	7.5
Other Trucks	6	9	2	17	6	77	6	89	3	3	4	10	7	56	4	67	183
% Other Trucks	4.7	3.6	5.3	4.1	4.9	5.6	3.9	5.4	3.5	3.9	5.1	4.2	6.2	4.4	1.1	3.8	4.5

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	13	4	26	11	171	18	200	7	5	10	22	10	185	61	256	504
07:15 AM	13	24	2	39	12	194	16	222	9	4	15	28	12	187	93	292	581
07:30 AM	13	36	7	56	18	198	15	231	7	4	4	15	14	175	61	250	552
07:45 AM	14	31	6	51	16	199	24	239	10	13	9	32	20	149	42	211	533
Total Volume	49	104	19	172	57	762	73	892	33	26	38	97	56	696	257	1009	2170
% App. Total	28.5	60.5	11		6.4	85.4	8.2		34	26.8	39.2		5.6	69	25.5		
PHF	.875	.722	.679	.768	.792	.957	.760	.933	.825	.500	.633	.758	.700	.930	.691	.864	.934

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				08:00 AM				07:00 AM			
+0 mins.	16	40	4	60	11	171	18	200	10	5	4	19	10	185	61	256
+15 mins.	25	41	5	71	12	194	16	222	15	12	10	37	12	187	93	292
+30 mins.	19	32	5	56	18	198	15	231	10	13	13	36	14	175	61	250
+45 mins.	18	31	5	54	16	199	24	239	17	20	14	51	20	149	42	211
Total Volume	78	144	19	241	57	762	73	892	52	50	41	143	56	696	257	1009
% App. Total	32.4	59.8	7.9		6.4	85.4	8.2		36.4	35	28.7		5.6	69	25.5	
PHF	.780	.878	.950	.849	.792	.957	.760	.933	.765	.625	.732	.701	.700	.930	.691	.864

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

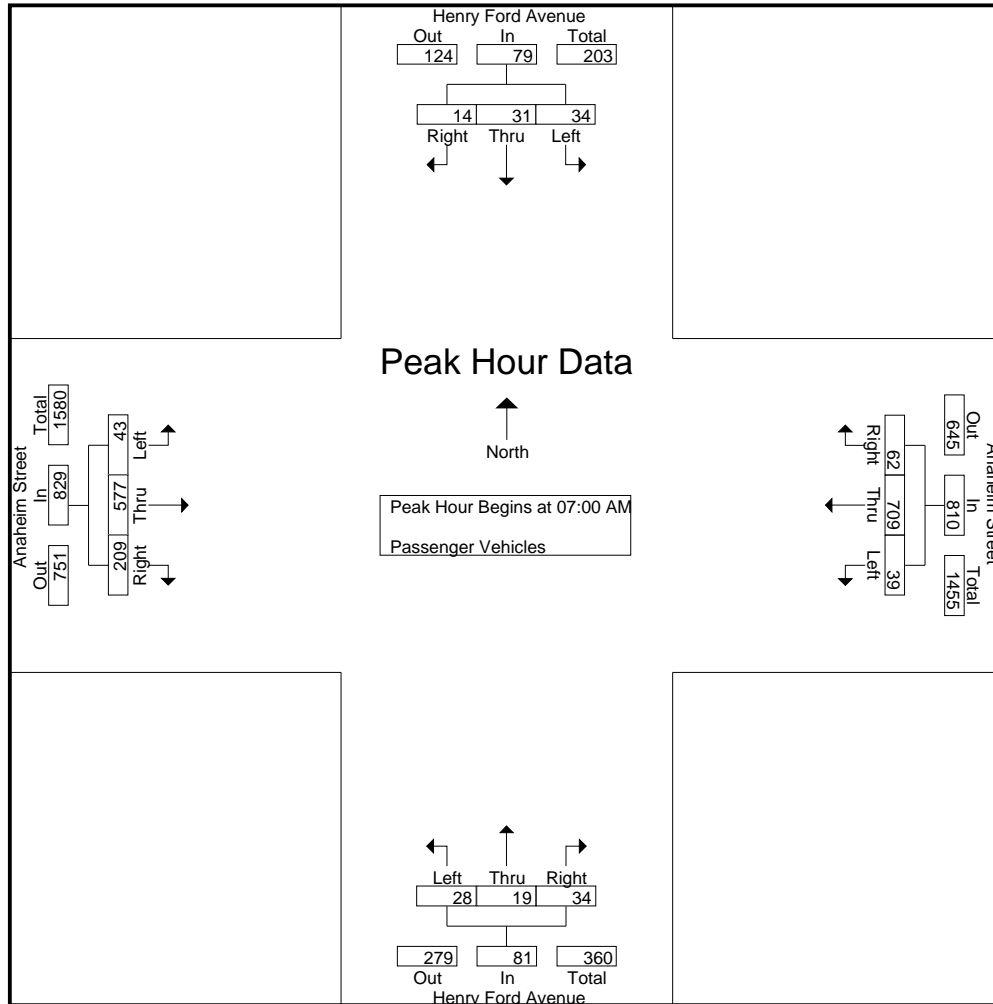
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215	434
07:15 AM	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249	498
07:30 AM	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201	446
07:45 AM	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164	421
Total	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829	1799
08:00 AM	10	13	3	26	10	155	21	186	10	4	4	18	9	114	19	142	372
08:15 AM	20	5	5	30	13	131	16	160	13	7	7	27	14	99	17	130	347
08:30 AM	14	3	5	22	15	135	17	167	5	3	9	17	9	113	21	143	349
08:45 AM	14	4	5	23	10	130	21	161	8	5	6	19	7	88	11	106	309
Total	58	25	18	101	48	551	75	674	36	19	26	81	39	414	68	521	1377
Grand Total	92	56	32	180	87	1260	137	1484	64	38	60	162	82	991	277	1350	3176
Apprch %	51.1	31.1	17.8		5.9	84.9	9.2		39.5	23.5	37		6.1	73.4	20.5		
Total %	2.9	1.8	1	5.7	2.7	39.7	4.3	46.7	2	1.2	1.9	5.1	2.6	31.2	8.7	42.5	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215	434
07:15 AM	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249	498
07:30 AM	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201	446
07:45 AM	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164	421
Total Volume	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829	1799
% App. Total	43	39.2	17.7		4.8	87.5	7.7		34.6	23.5	42		5.2	69.6	25.2		
PHF	.850	.775	.700	.823	.886	.958	.738	.960	.778	.475	.607	.750	.672	.907	.637	.832	.903

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	6	3	15	9	161	14	184	7	3	10	20	8	155	52	215
+15 mins.	9	6	2	17	10	182	13	205	9	4	14	27	8	159	82	249
+30 mins.	9	10	5	24	11	185	14	210	6	2	3	11	11	140	50	201
+45 mins.	10	9	4	23	9	181	21	211	6	10	7	23	16	123	25	164
Total Volume	34	31	14	79	39	709	62	810	28	19	34	81	43	577	209	829
% App. Total	43	39.2	17.7		4.8	87.5	7.7		34.6	23.5	42		5.2	69.6	25.2	
PHF	.850	.775	.700	.823	.886	.958	.738	.960	.778	.475	.607	.750	.672	.907	.637	.832

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14	23
07:15 AM	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15	31
07:30 AM	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19	35
07:45 AM	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28	57
Total	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76	146
08:00 AM	5	14	0	19	1	2	1	4	0	0	0	0	3	12	7	22	45
08:15 AM	3	13	0	16	2	3	0	5	0	5	1	6	2	6	3	11	38
08:30 AM	2	10	0	12	7	3	1	11	1	6	3	10	3	11	13	27	60
08:45 AM	1	12	0	13	3	0	0	3	4	6	4	14	3	10	10	23	53
Total	11	49	0	60	13	8	2	23	5	17	8	30	11	39	33	83	196
Grand Total	18	82	2	102	22	16	5	43	7	21	10	38	15	76	68	159	342
Apprch %	17.6	80.4	2		51.2	37.2	11.6		18.4	55.3	26.3		9.4	47.8	42.8		
Total %	5.3	24	0.6	29.8	6.4	4.7	1.5	12.6	2	6.1	2.9	11.1	4.4	22.2	19.9	46.5	

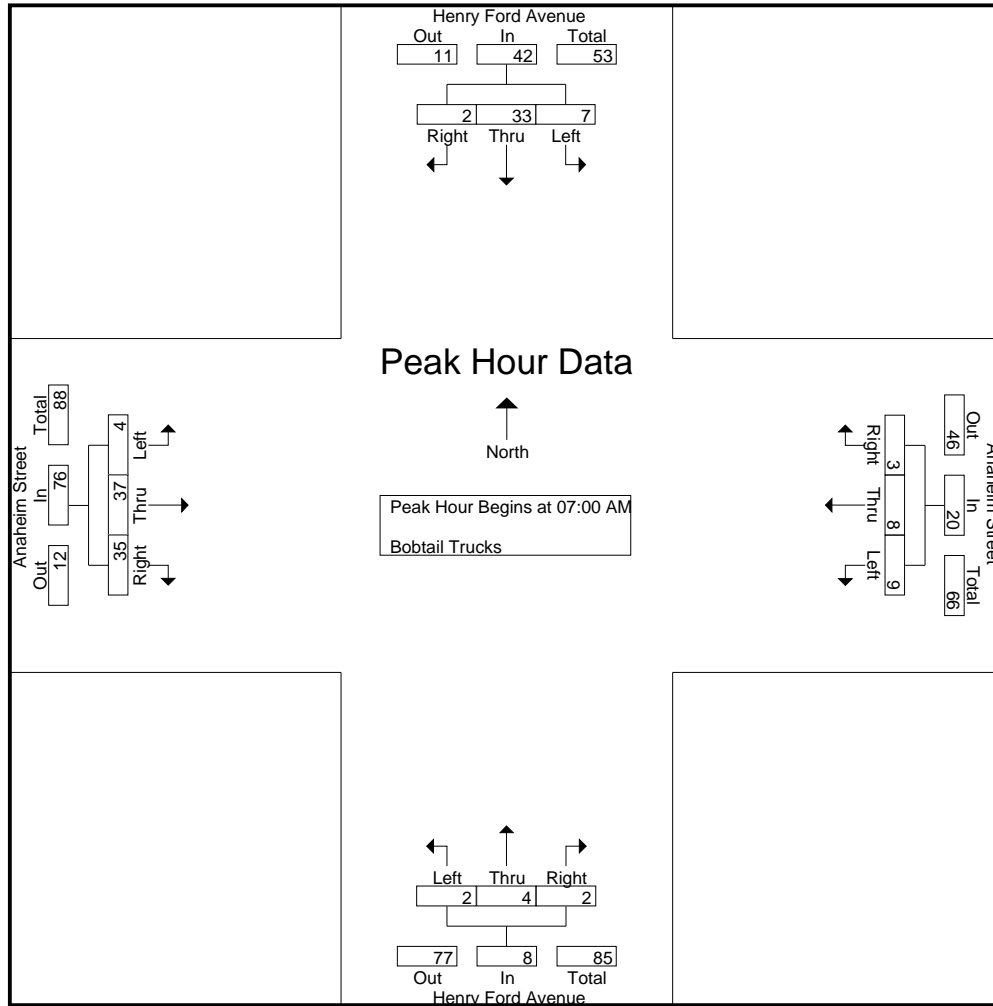
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14	23
07:15 AM	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15	31
07:30 AM	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19	35
07:45 AM	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28	57
Total Volume	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76	146
% App. Total	16.7	78.6	4.8		45	40	15		25	50	25		5.3	48.7	46.1		
PHF	.583	.635	.500	.700	.450	.500	.375	.500	.250	.500	.500	.500	.500	.712	.625	.679	.640

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	3	0	3	1	2	2	5	0	1	0	1	0	6	8	14
+15 mins.	3	8	0	11	2	2	0	4	0	0	1	1	2	6	7	15
+30 mins.	3	9	1	13	1	0	0	1	0	2	0	2	0	13	6	19
+45 mins.	1	13	1	15	5	4	1	10	2	1	1	4	2	12	14	28
Total Volume	7	33	2	42	9	8	3	20	2	4	2	8	4	37	35	76
% App. Total	16.7	78.6	4.8		45	40	15		25	50	25		5.3	48.7	46.1	
PHF	.583	.635	.500	.700	.450	.500	.375	.500	.250	.500	.500	.500	.500	.712	.625	.679

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

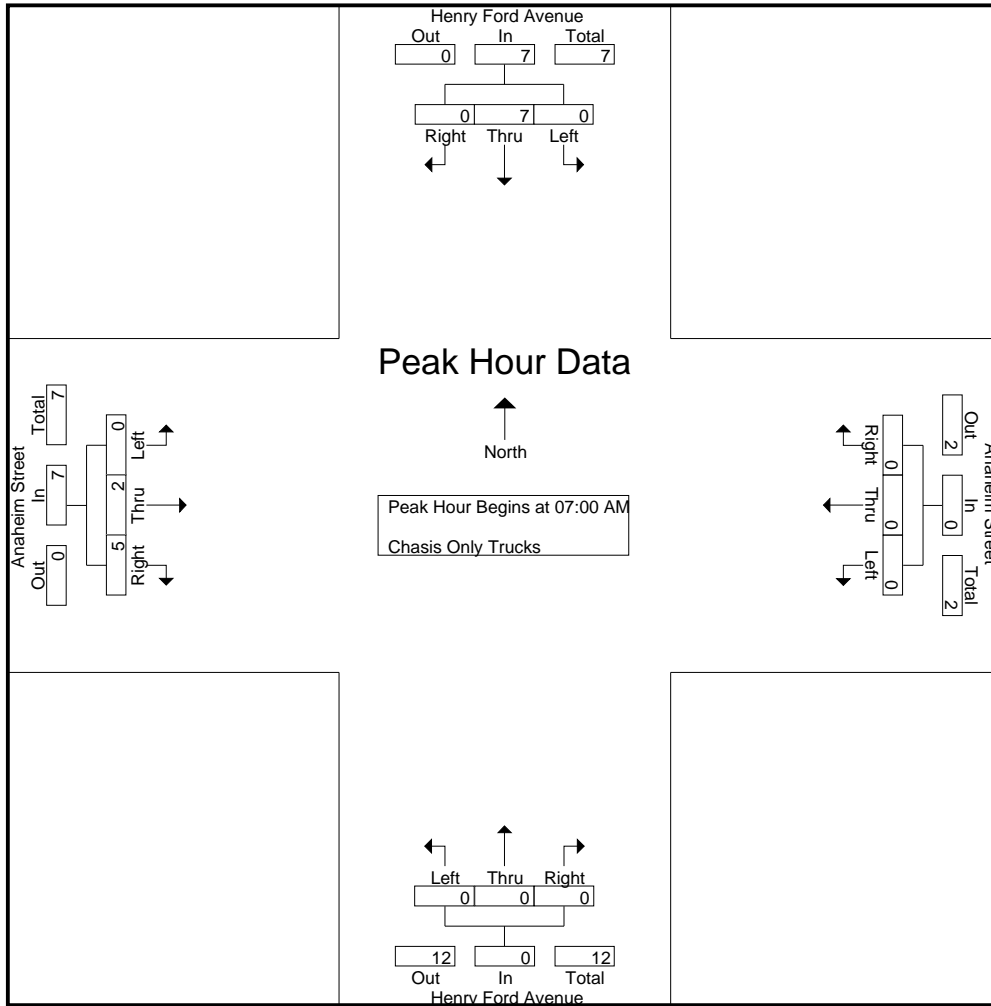
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7	14
08:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:15 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	1	2	7
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	2	0	2	5
Total	0	11	0	11	0	0	0	0	1	2	0	3	0	5	1	6	20
Grand Total	0	18	0	18	0	0	0	0	1	2	0	3	0	7	6	13	34
Apprch %	0	100	0		0	0	0		33.3	66.7	0		0	53.8	46.2		
Total %	0	52.9	0	52.9	0	0	0	0	2.9	5.9	0	8.8	0	20.6	17.6	38.2	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3	8
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total Volume	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7	14
% App. Total	0	100	0		0	0	0		0	0	0		0	28.6	71.4		
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.625	.583	.438

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	0	5	0	5	0	0	0	0	0	0	0	0	0	1	2	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	7	0	7	0	0	0	0	0	0	0	0	0	2	5	7
% App. Total	0	100	0		0	0	0		0	0	0		0	28.6	71.4	
PHF	.000	.350	.000	.350	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.625	.583

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

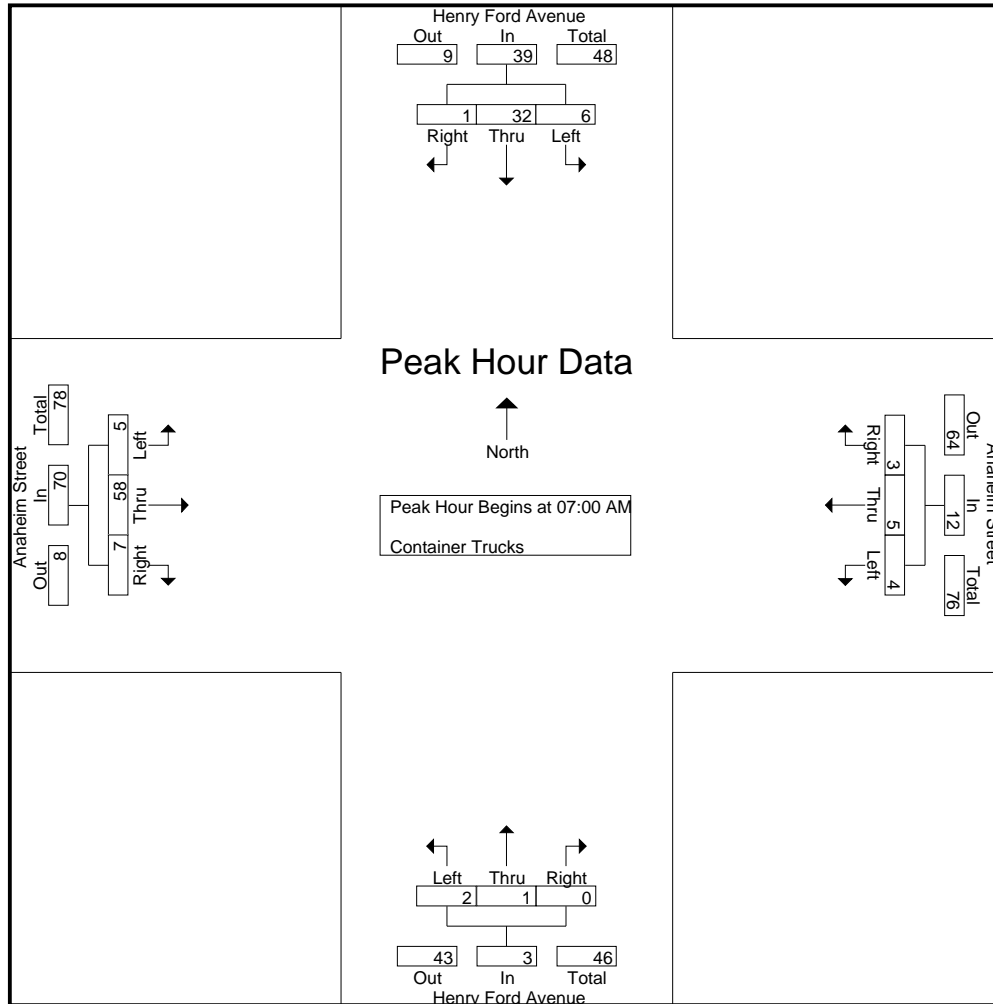
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21	29
07:15 AM	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19	31
07:30 AM	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19	33
07:45 AM	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11	31
Total	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70	124
08:00 AM	0	9	1	10	0	0	1	1	0	1	0	1	3	19	2	24	36
08:15 AM	2	17	0	19	1	3	0	4	1	0	1	2	1	20	3	24	49
08:30 AM	1	14	0	15	2	3	0	5	3	2	0	5	0	27	1	28	53
08:45 AM	2	11	0	13	1	2	1	4	4	8	4	16	0	8	2	10	43
Total	5	51	1	57	4	8	2	14	8	11	5	24	4	74	8	86	181
Grand Total	11	83	2	96	8	13	5	26	10	12	5	27	9	132	15	156	305
Apprch %	11.5	86.5	2.1		30.8	50	19.2		37	44.4	18.5		5.8	84.6	9.6		
Total %	3.6	27.2	0.7	31.5	2.6	4.3	1.6	8.5	3.3	3.9	1.6	8.9	3	43.3	4.9	51.1	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21	29
07:15 AM	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19	31
07:30 AM	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19	33
07:45 AM	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11	31
Total Volume	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70	124
% App. Total	15.4	82.1	2.6		33.3	41.7	25		66.7	33.3	0		7.1	82.9	10		
PHF	.500	.667	.250	.813	.500	.417	.375	.429	.250	.250	.000	.250	.625	.763	.583	.833	.939

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	3	1	6	1	1	0	2	0	0	0	0	2	19	0	21
+15 mins.	1	10	0	11	0	0	1	1	0	0	0	0	1	17	1	19
+30 mins.	0	12	0	12	1	1	0	2	0	0	0	0	1	15	3	19
+45 mins.	3	7	0	10	2	3	2	7	2	1	0	3	1	7	3	11
Total Volume	6	32	1	39	4	5	3	12	2	1	0	3	5	58	7	70
% App. Total	15.4	82.1	2.6		33.3	41.7	25		66.7	33.3	0		7.1	82.9	10	
PHF	.500	.667	.250	.813	.500	.417	.375	.429	.250	.250	.000	.250	.625	.763	.583	.833

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

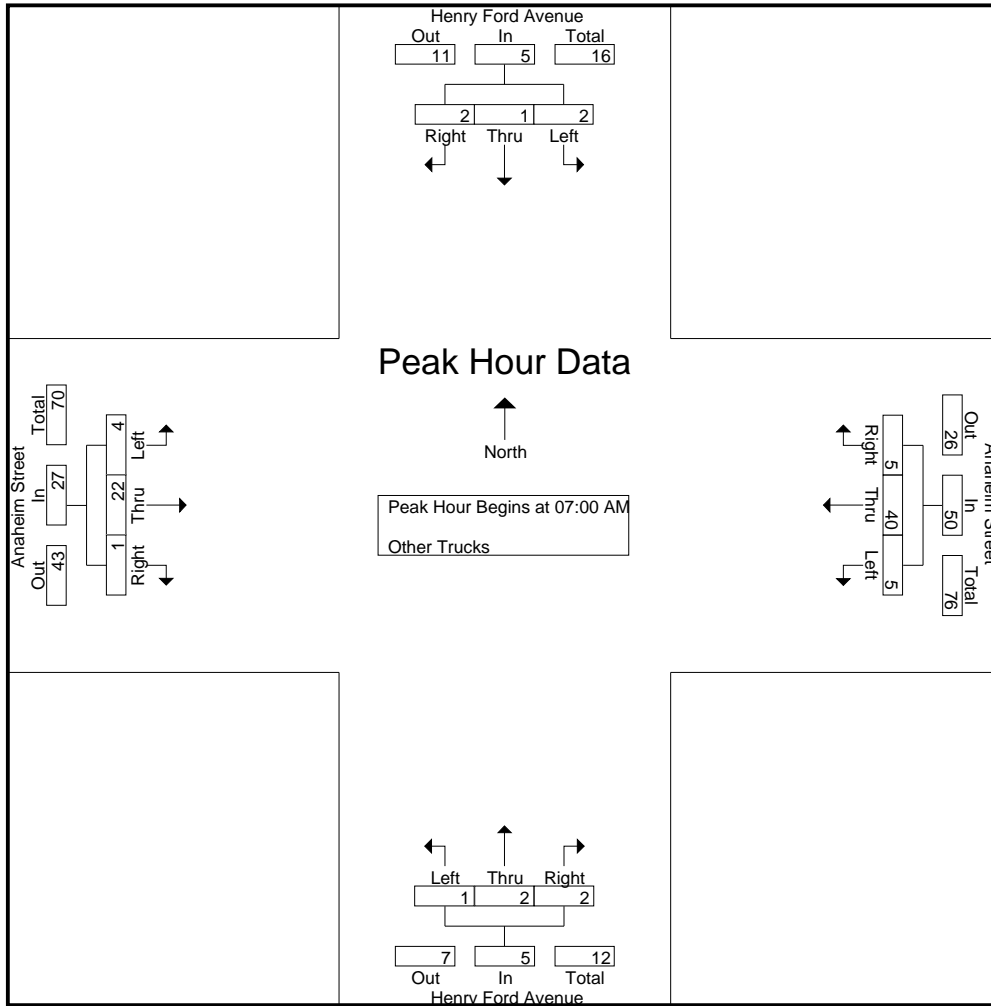
Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5	16
07:15 AM	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7	19
07:30 AM	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8	30
07:45 AM	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7	22
Total	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27	87
08:00 AM	1	1	0	2	0	9	0	9	0	0	0	0	1	6	0	7	18
08:15 AM	0	1	0	1	0	10	0	10	1	0	1	2	1	8	2	11	24
08:30 AM	2	4	0	6	1	8	1	10	0	1	1	2	0	9	1	10	28
08:45 AM	1	2	0	3	0	10	0	10	1	0	0	1	1	11	0	12	26
Total	4	8	0	12	1	37	1	39	2	1	2	5	3	34	3	40	96
Grand Total	6	9	2	17	6	77	6	89	3	3	4	10	7	56	4	67	183
Apprch %	35.3	52.9	11.8		6.7	86.5	6.7		30	30	40		10.4	83.6	6		
Total %	3.3	4.9	1.1	9.3	3.3	42.1	3.3	48.6	1.6	1.6	2.2	5.5	3.8	30.6	2.2	36.6	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5	16
07:15 AM	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7	19
07:30 AM	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8	30
07:45 AM	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7	22
Total Volume	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27	87
% App. Total	40	20	40		10	80	10		20	40	40		14.8	81.5	3.7		
PHF	.500	.250	.500	.625	.250	.833	.625	.694	.250	.500	.500	.625	.500	.917	.250	.844	.725

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANAM
 Site Code : 0000051
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	0	0	1	0	7	2	9	0	1	0	1	0	5	0	5
+15 mins.	0	0	0	0	0	10	2	12	0	0	0	0	1	5	1	7
+30 mins.	1	0	1	2	5	12	1	18	1	0	1	2	2	6	0	8
+45 mins.	0	1	1	2	0	11	0	11	0	1	1	2	1	6	0	7
Total Volume	2	1	2	5	5	40	5	50	1	2	2	5	4	22	1	27
% App. Total	40	20	40		10	80	10		20	40	40		14.8	81.5	3.7	
PHF	.500	.250	.500	.625	.250	.833	.625	.694	.250	.500	.500	.625	.500	.917	.250	.844

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

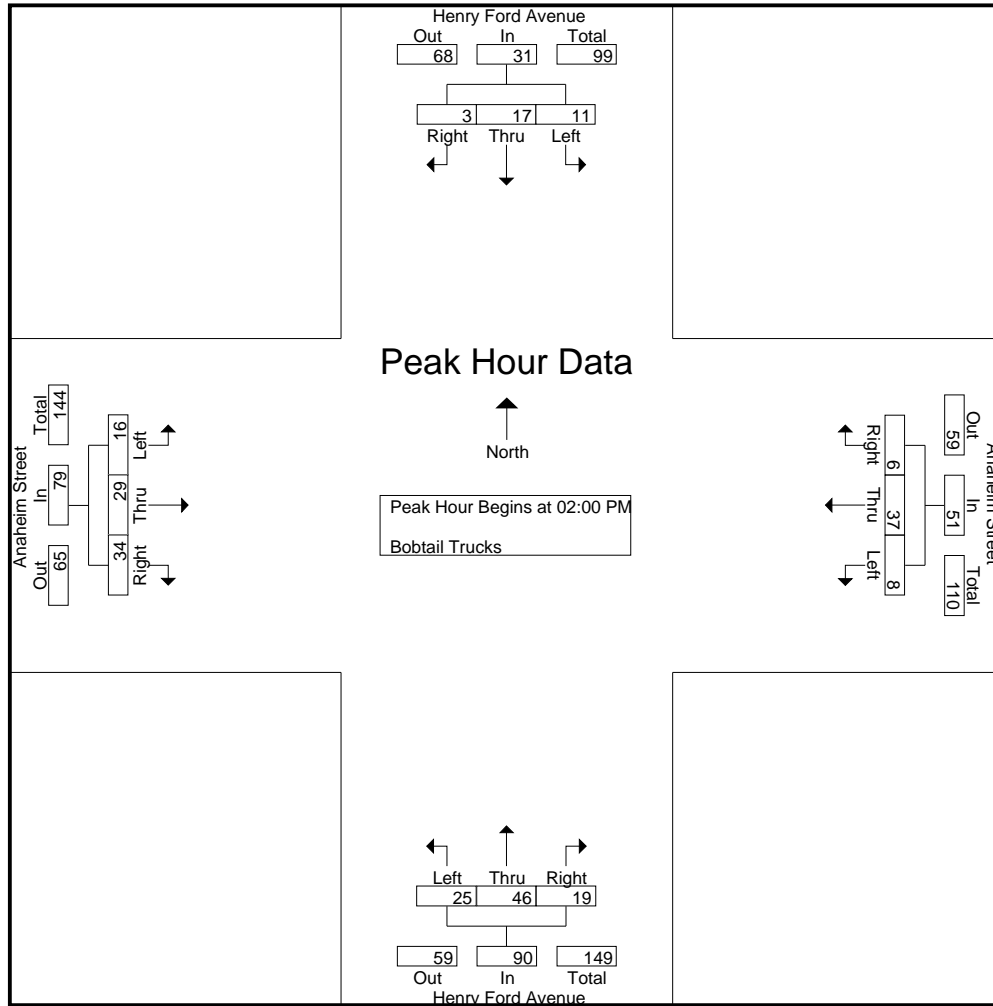
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	5	1	9	1	4	2	7	2	5	1	8	0	9	3	12	36
01:15 PM	2	4	0	6	0	3	3	6	7	7	7	21	4	3	4	11	44
01:30 PM	1	8	0	9	1	5	2	8	10	15	4	29	1	12	4	17	63
01:45 PM	3	7	1	11	1	9	4	14	11	12	4	27	4	7	8	19	71
Total	9	24	2	35	3	21	11	35	30	39	16	85	9	31	19	59	214
02:00 PM	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17	58
02:15 PM	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14	69
02:30 PM	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30	72
02:45 PM	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18	52
Total	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79	251
Grand Total	20	41	5	66	11	58	17	86	55	85	35	175	25	60	53	138	465
Apprch %	30.3	62.1	7.6		12.8	67.4	19.8		31.4	48.6	20		18.1	43.5	38.4		
Total %	4.3	8.8	1.1	14.2	2.4	12.5	3.7	18.5	11.8	18.3	7.5	37.6	5.4	12.9	11.4	29.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17	58
02:15 PM	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14	69
02:30 PM	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30	72
02:45 PM	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18	52
Total Volume	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79	251
% App. Total	35.5	54.8	9.7		15.7	72.5	11.8		27.8	51.1	21.1		20.3	36.7	43		
PHF	.688	.607	.375	.646	.667	.661	.500	.671	.694	.719	.679	.703	.571	.725	.654	.658	.872

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	1	2	7	1	5	0	6	8	16	4	28	4	6	7	17
+15 mins.	1	3	0	4	2	14	3	19	9	16	7	32	1	8	5	14
+30 mins.	4	7	1	12	2	14	1	17	5	6	2	13	7	10	13	30
+45 mins.	2	6	0	8	3	4	2	9	3	8	6	17	4	5	9	18
Total Volume	11	17	3	31	8	37	6	51	25	46	19	90	16	29	34	79
% App. Total	35.5	54.8	9.7		15.7	72.5	11.8		27.8	51.1	21.1		20.3	36.7	43	
PHF	.688	.607	.375	.646	.667	.661	.500	.671	.694	.719	.679	.703	.571	.725	.654	.658

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

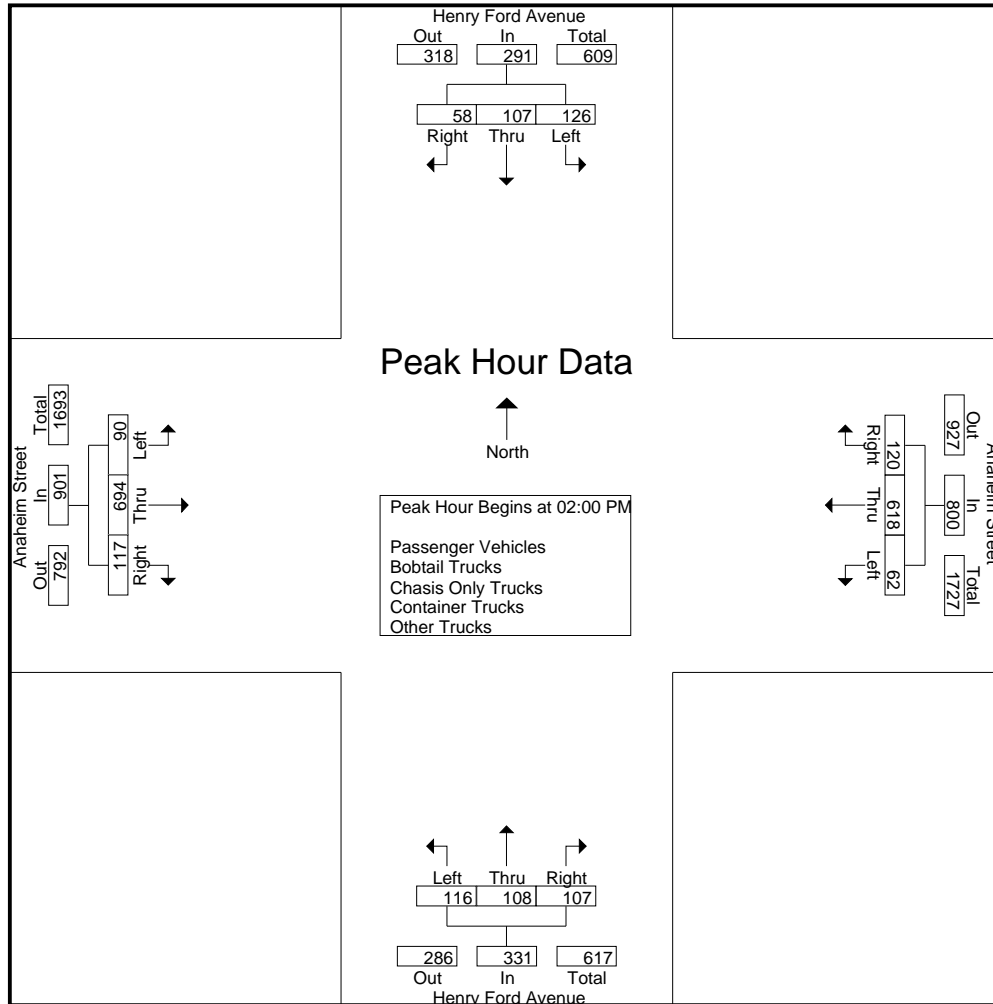
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	25	25	6	56	14	140	28	182	11	9	14	34	22	153	21	196	468
01:15 PM	21	19	16	56	11	164	30	205	25	20	16	61	26	144	22	192	514
01:30 PM	24	17	14	55	17	123	20	160	22	35	18	75	11	176	26	213	503
01:45 PM	25	24	7	56	12	129	31	172	32	28	21	81	26	156	22	204	513
Total	95	85	43	223	54	556	109	719	90	92	69	251	85	629	91	805	1998
02:00 PM	41	19	14	74	11	132	27	170	32	31	28	91	23	150	26	199	534
02:15 PM	22	26	13	61	19	166	25	210	31	33	35	99	19	178	22	219	589
02:30 PM	28	25	21	74	14	167	42	223	25	23	22	70	22	192	34	248	615
02:45 PM	35	37	10	82	18	153	26	197	28	21	22	71	26	174	35	235	585
Total	126	107	58	291	62	618	120	800	116	108	107	331	90	694	117	901	2323
Grand Total	221	192	101	514	116	1174	229	1519	206	200	176	582	175	1323	208	1706	4321
Apprch %	43	37.4	19.6		7.6	77.3	15.1		35.4	34.4	30.2		10.3	77.5	12.2		
Total %	5.1	4.4	2.3	11.9	2.7	27.2	5.3	35.2	4.8	4.6	4.1	13.5	4	30.6	4.8	39.5	
Passenger Vehicles	169	58	94	321	90	979	167	1236	92	46	111	249	116	1110	108	1334	3140
% Passenger Vehicles	76.5	30.2	93.1	62.5	77.6	83.4	72.9	81.4	44.7	23	63.1	42.8	66.3	83.9	51.9	78.2	72.7
Bobtail Trucks	20	41	5	66	11	58	17	86	55	85	35	175	25	60	53	138	465
% Bobtail Trucks	9	21.4	5	12.8	9.5	4.9	7.4	5.7	26.7	42.5	19.9	30.1	14.3	4.5	25.5	8.1	10.8
Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Chasis Only Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Container Trucks	25	88	1	114	12	58	23	93	51	62	23	136	23	80	37	140	483
% Container Trucks	11.3	45.8	1	22.2	10.3	4.9	10	6.1	24.8	31	13.1	23.4	13.1	6	17.8	8.2	11.2
Other Trucks	7	5	1	13	3	79	22	104	8	7	7	22	11	73	10	94	233
% Other Trucks	3.2	2.6	1	2.5	2.6	6.7	9.6	6.8	3.9	3.5	4	3.8	6.3	5.5	4.8	5.5	5.4

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	41	19	14	74	11	132	27	170	32	31	28	91	23	150	26	199	534
02:15 PM	22	26	13	61	19	166	25	210	31	33	35	99	19	178	22	219	589
02:30 PM	28	25	21	74	14	167	42	223	25	23	22	70	22	192	34	248	615
02:45 PM	35	37	10	82	18	153	26	197	28	21	22	71	26	174	35	235	585
Total Volume	126	107	58	291	62	618	120	800	116	108	107	331	90	694	117	901	2323
% App. Total	43.3	36.8	19.9		7.8	77.2	15		35	32.6	32.3		10	77	13		
PHF	.768	.723	.690	.887	.816	.925	.714	.897	.906	.818	.764	.836	.865	.904	.836	.908	.944

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				01:30 PM				02:00 PM			
+0 mins.	41	19	14	74	11	132	27	170	22	35	18	75	23	150	26	199
+15 mins.	22	26	13	61	19	166	25	210	32	28	21	81	19	178	22	219
+30 mins.	28	25	21	74	14	167	42	223	32	31	28	91	22	192	34	248
+45 mins.	35	37	10	82	18	153	26	197	31	33	35	99	26	174	35	235
Total Volume	126	107	58	291	62	618	120	800	117	127	102	346	90	694	117	901
% App. Total	43.3	36.8	19.9		7.8	77.2	15		33.8	36.7	29.5		10	77	13	
PHF	.768	.723	.690	.887	.816	.925	.714	.897	.914	.907	.729	.874	.865	.904	.836	.908

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

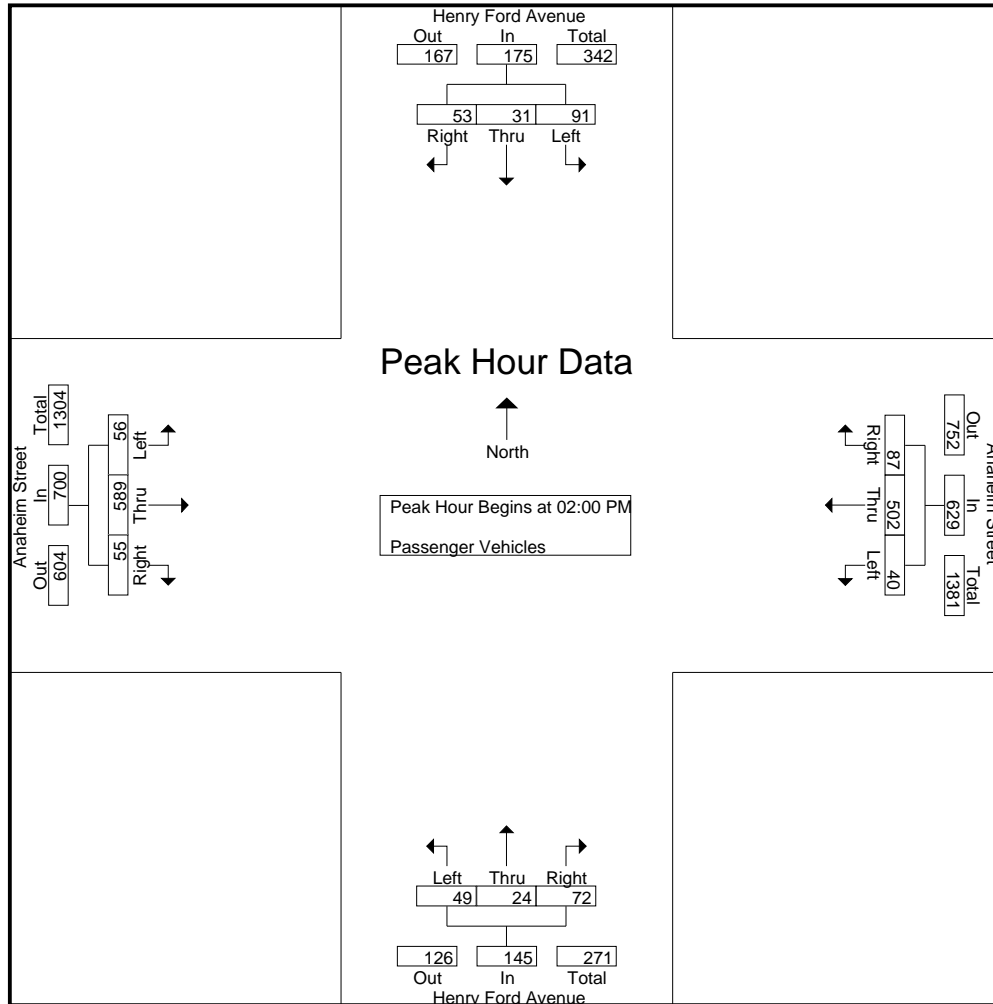
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	21	8	5	34	13	125	22	160	8	2	7	17	18	125	16	159	370
01:15 PM	17	7	16	40	11	139	21	171	15	8	7	30	18	130	15	163	404
01:30 PM	20	4	14	38	16	105	15	136	6	7	13	26	7	135	16	158	358
01:45 PM	20	8	6	34	10	108	22	140	14	5	12	31	17	131	6	154	359
Total	78	27	41	146	50	477	80	607	43	22	39	104	60	521	53	634	1491
02:00 PM	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155	390
02:15 PM	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179	425
02:30 PM	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186	430
02:45 PM	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180	404
Total	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700	1649
Grand Total	169	58	94	321	90	979	167	1236	92	46	111	249	116	1110	108	1334	3140
Apprch %	52.6	18.1	29.3		7.3	79.2	13.5		36.9	18.5	44.6		8.7	83.2	8.1		
Total %	5.4	1.8	3	10.2	2.9	31.2	5.3	39.4	2.9	1.5	3.5	7.9	3.7	35.4	3.4	42.5	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155	390
02:15 PM	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179	425
02:30 PM	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186	430
02:45 PM	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180	404
Total Volume	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700	1649
% App. Total	52	17.7	30.3		6.4	79.8	13.8		33.8	16.6	49.7		8	84.1	7.9		
PHF	.758	.861	.697	.875	.833	.930	.837	.947	.817	.545	.720	.755	.875	.909	.917	.941	.959

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	9	11	50	9	105	26	140	15	8	22	45	15	125	15	155
+15 mins.	19	8	13	40	11	135	12	158	12	11	25	48	14	151	14	179
+30 mins.	23	7	19	49	8	132	26	166	11	3	15	29	11	162	13	186
+45 mins.	19	7	10	36	12	130	23	165	11	2	10	23	16	151	13	180
Total Volume	91	31	53	175	40	502	87	629	49	24	72	145	56	589	55	700
% App. Total	52	17.7	30.3		6.4	79.8	13.8		33.8	16.6	49.7		8	84.1	7.9	
PHF	.758	.861	.697	.875	.833	.930	.837	.947	.817	.545	.720	.755	.875	.909	.917	.941

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

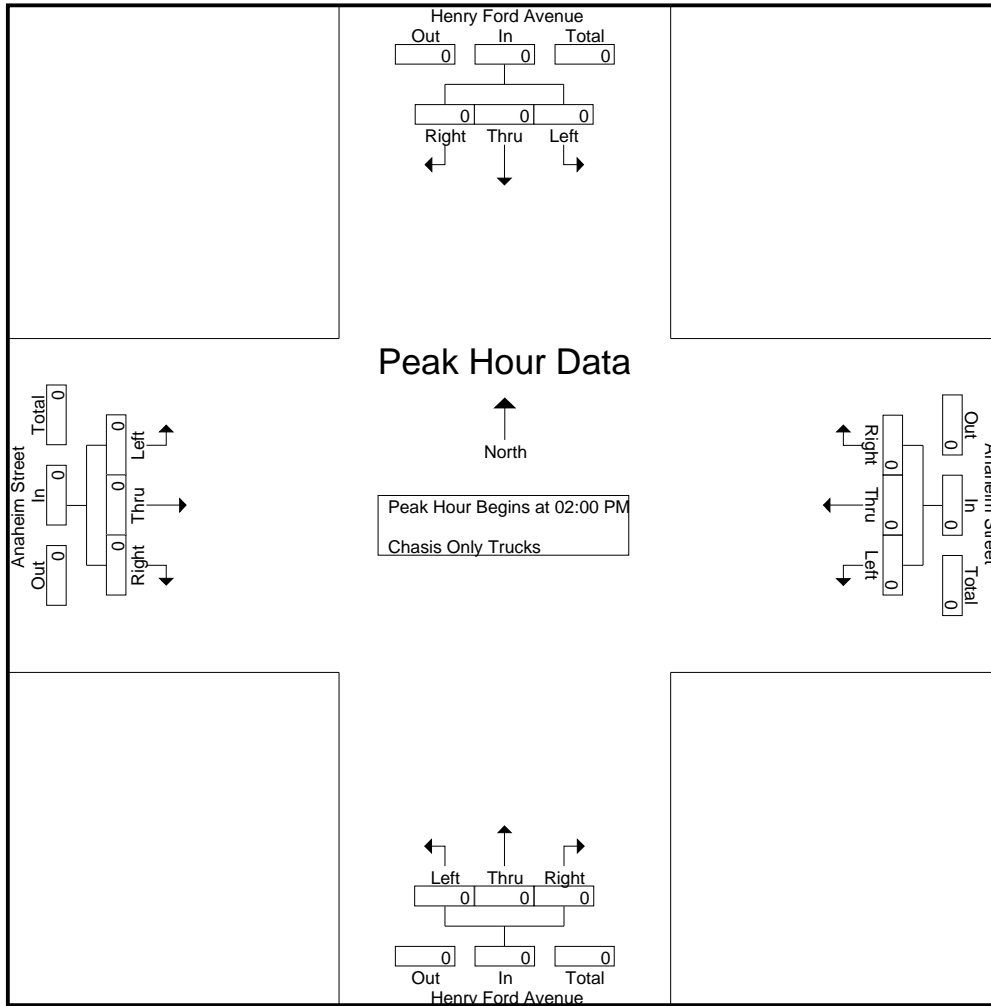
Groups Printed- Chasis Only Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

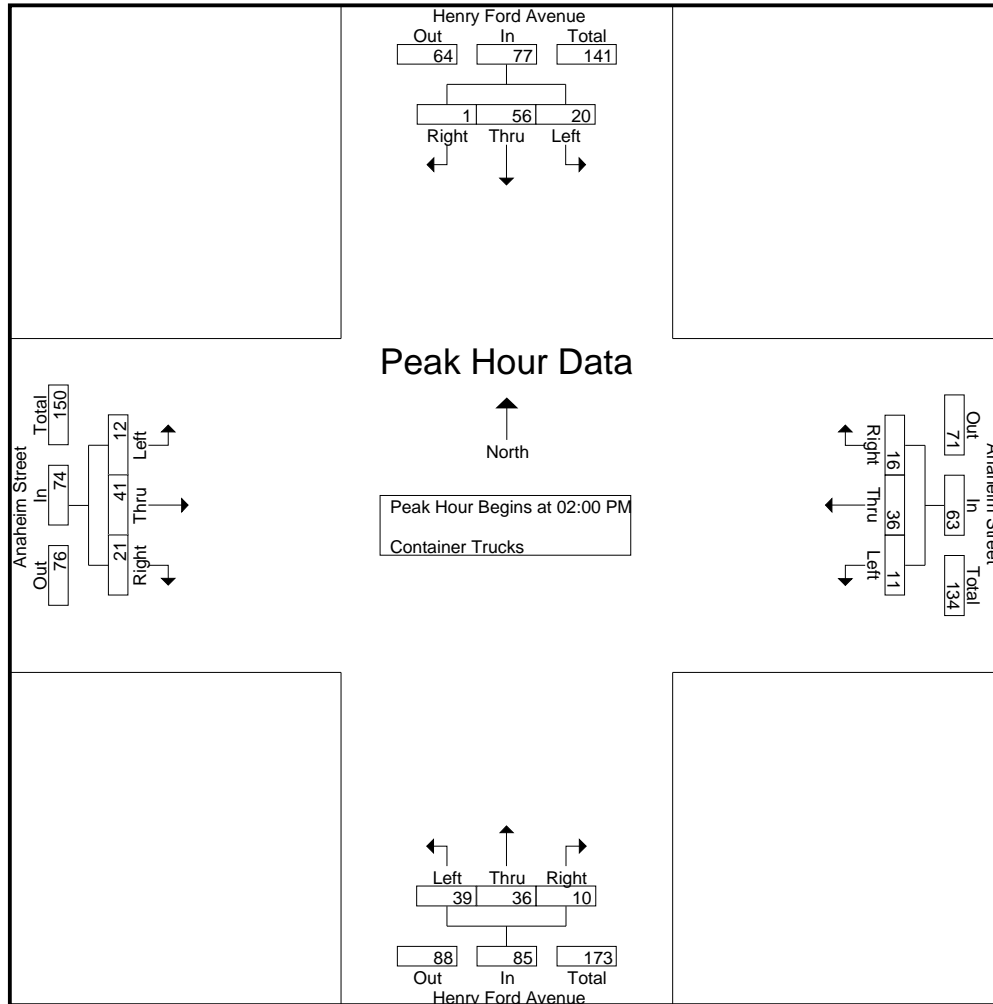
Groups Printed- Container Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	10	0	11	0	3	2	5	1	2	6	9	4	8	2	14	39
01:15 PM	1	8	0	9	0	9	3	12	2	4	2	8	2	4	3	9	38
01:30 PM	2	5	0	7	0	4	2	6	3	12	1	16	2	15	4	21	50
01:45 PM	1	9	0	10	1	6	0	7	6	8	4	18	3	12	7	22	57
Total	5	32	0	37	1	22	7	30	12	26	13	51	11	39	16	66	184
02:00 PM	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18	59
02:15 PM	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15	65
02:30 PM	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18	78
02:45 PM	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23	97
Total	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74	299
Grand Total	25	88	1	114	12	58	23	93	51	62	23	136	23	80	37	140	483
Apprch %	21.9	77.2	0.9		12.9	62.4	24.7		37.5	45.6	16.9		16.4	57.1	26.4		
Total %	5.2	18.2	0.2	23.6	2.5	12	4.8	19.3	10.6	12.8	4.8	28.2	4.8	16.6	7.7	29	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18	59
02:15 PM	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15	65
02:30 PM	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18	78
02:45 PM	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23	97
Total Volume	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74	299
% App. Total	26	72.7	1.3		17.5	57.1	25.4		45.9	42.4	11.8		16.2	55.4	28.4		
PHF	.385	.636	.250	.550	.688	.818	.500	.750	.813	.692	.625	.817	.600	.854	.583	.804	.771

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	4	8	0	12	1	10	1	12	8	7	2	17	2	12	4	18
+15 mins.	2	15	0	17	3	6	6	15	10	6	2	18	3	10	2	15
+30 mins.	1	11	1	13	4	9	8	21	9	13	4	26	2	10	6	18
+45 mins.	13	22	0	35	3	11	1	15	12	10	2	24	5	9	9	23
Total Volume	20	56	1	77	11	36	16	63	39	36	10	85	12	41	21	74
% App. Total	26	72.7	1.3		17.5	57.1	25.4		45.9	42.4	11.8		16.2	55.4	28.4	
PHF	.385	.636	.250	.550	.688	.818	.500	.750	.813	.692	.625	.817	.600	.854	.583	.804

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
 Site Code : 00000051
 Start Date : 2/29/2012
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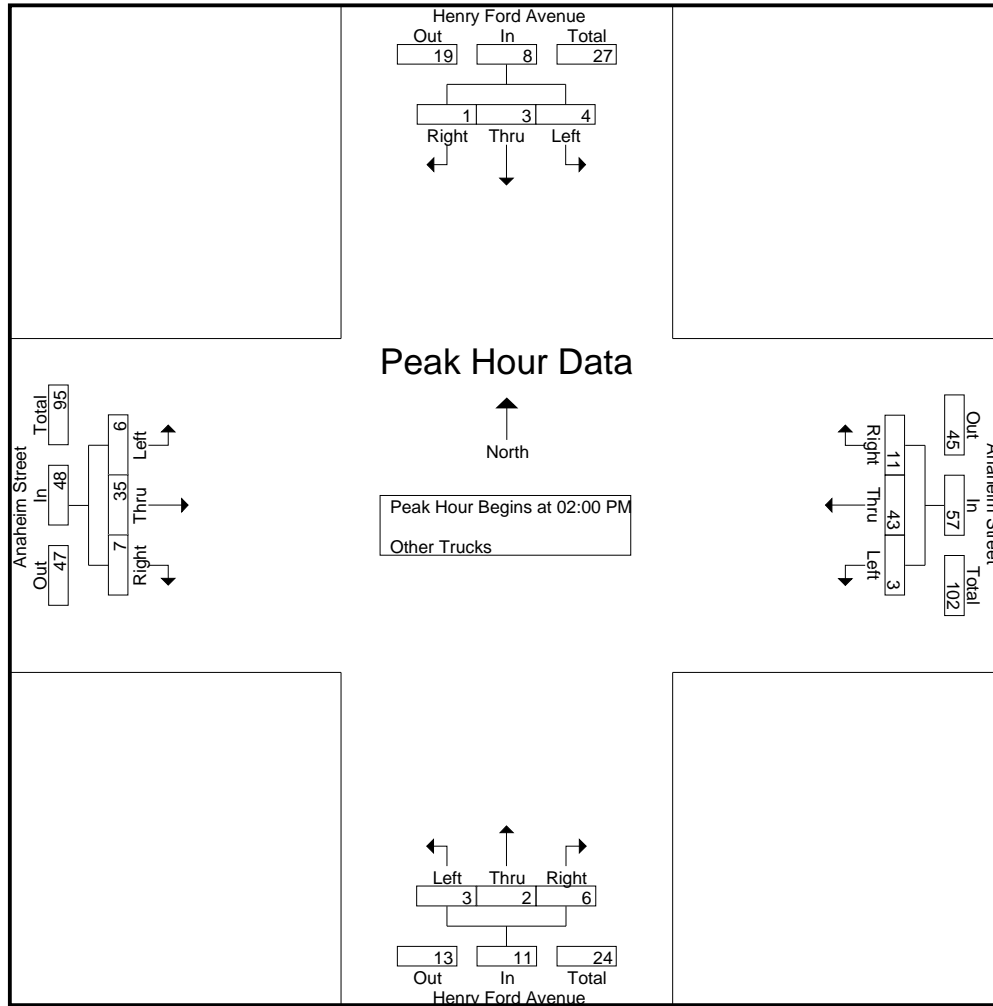
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	2	0	2	0	8	2	10	0	0	0	0	0	11	0	11	23
01:15 PM	1	0	0	1	0	13	3	16	1	1	0	2	2	7	0	9	28
01:30 PM	1	0	0	1	0	9	1	10	3	1	0	4	1	14	2	17	32
01:45 PM	1	0	0	1	0	6	5	11	1	3	1	5	2	6	1	9	26
Total	3	2	0	5	0	36	11	47	5	5	1	11	5	38	3	46	109
02:00 PM	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9	27
02:15 PM	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11	30
02:30 PM	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14	35
02:45 PM	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14	32
Total	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48	124
Grand Total	7	5	1	13	3	79	22	104	8	7	7	22	11	73	10	94	233
Apprch %	53.8	38.5	7.7		2.9	76	21.2		36.4	31.8	31.8		11.7	77.7	10.6		
Total %	3	2.1	0.4	5.6	1.3	33.9	9.4	44.6	3.4	3	3	9.4	4.7	31.3	4.3	40.3	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9	27
02:15 PM	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11	30
02:30 PM	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14	35
02:45 PM	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14	32
Total Volume	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48	124
% App. Total	50	37.5	12.5		5.3	75.4	19.3		27.3	18.2	54.5		12.5	72.9	14.6		
PHF	.333	.375	.250	.400	.250	.896	.393	.750	.375	.500	.375	.393	.750	.875	.438	.857	.886

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANMD
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	3	1	1	5	0	12	0	12	1	0	0	1	2	7	0	9
+15 mins.	0	0	0	0	3	11	4	18	0	0	1	1	1	9	1	11
+30 mins.	0	0	0	0	0	12	7	19	0	1	1	2	2	10	2	14
+45 mins.	1	2	0	3	0	8	0	8	2	1	4	7	1	9	4	14
Total Volume	4	3	1	8	3	43	11	57	3	2	6	11	6	35	7	48
% App. Total	50	37.5	12.5		5.3	75.4	19.3		27.3	18.2	54.5		12.5	72.9	14.6	
PHF	.333	.375	.250	.400	.250	.896	.393	.750	.375	.500	.375	.393	.750	.875	.438	.857

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

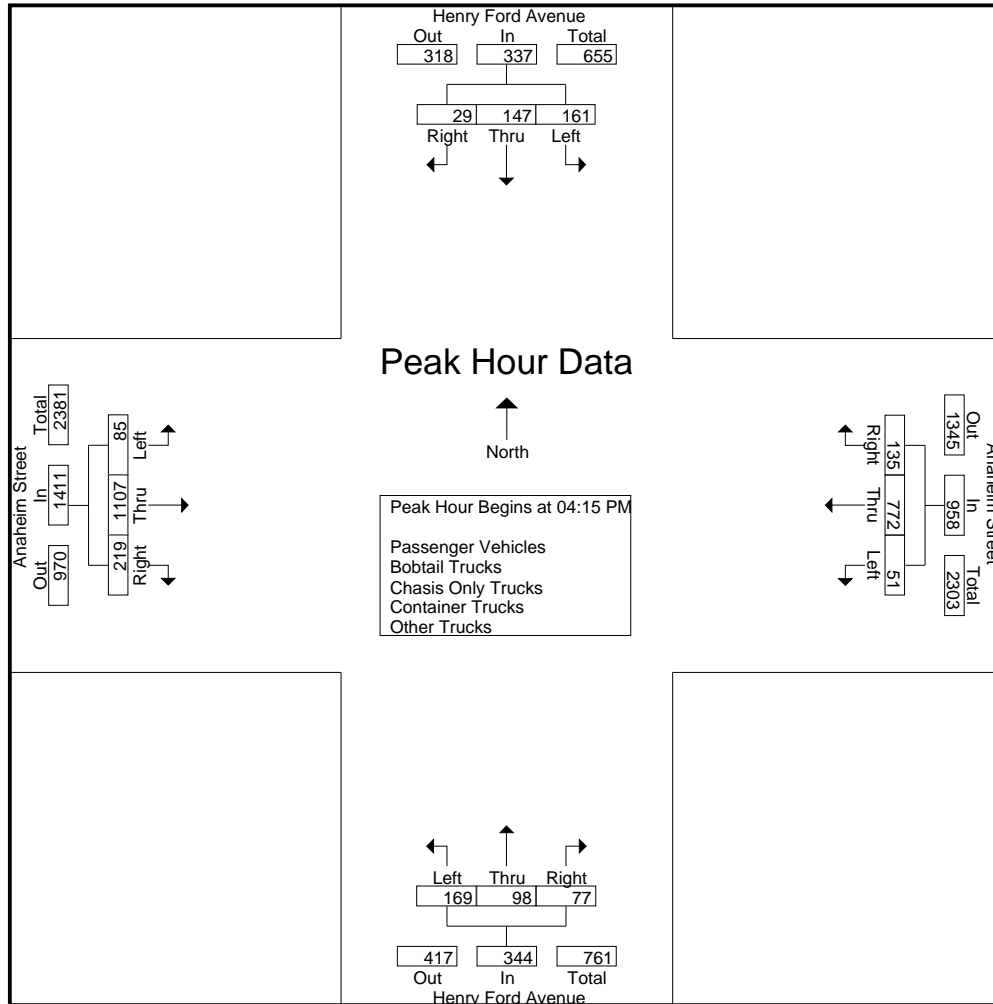
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	33	40	5	78	9	180	29	218	49	46	25	120	23	243	32	298	714
04:15 PM	38	38	7	83	10	199	31	240	54	36	20	110	20	240	36	296	729
04:30 PM	34	31	9	74	12	217	42	271	49	24	14	87	22	259	35	316	748
04:45 PM	34	39	5	78	8	190	27	225	44	25	23	92	22	292	72	386	781
Total	139	148	26	313	39	786	129	954	196	131	82	409	87	1034	175	1296	2972
05:00 PM	55	39	8	102	21	166	35	222	22	13	20	55	21	316	76	413	792
05:15 PM	41	43	10	94	7	139	18	164	21	6	15	42	23	267	60	350	650
05:30 PM	29	33	11	73	6	127	24	157	14	14	12	40	18	218	39	275	545
05:45 PM	34	28	7	69	4	102	14	120	16	9	7	32	16	168	25	209	430
Total	159	143	36	338	38	534	91	663	73	42	54	169	78	969	200	1247	2417
Grand Total	298	291	62	651	77	1320	220	1617	269	173	136	578	165	2003	375	2543	5389
Apprch %	45.8	44.7	9.5		4.8	81.6	13.6		46.5	29.9	23.5		6.5	78.8	14.7		
Total %	5.5	5.4	1.2	12.1	1.4	24.5	4.1	30	5	3.2	2.5	10.7	3.1	37.2	7	47.2	
Passenger Vehicles	242	69	50	361	51	1181	166	1398	160	70	102	332	120	1867	255	2242	4333
% Passenger Vehicles	81.2	23.7	80.6	55.5	66.2	89.5	75.5	86.5	59.5	40.5	75	57.4	72.7	93.2	68	88.2	80.4
Bobtail Trucks	29	99	7	135	12	69	32	113	60	50	18	128	21	35	71	127	503
% Bobtail Trucks	9.7	34	11.3	20.7	15.6	5.2	14.5	7	22.3	28.9	13.2	22.1	12.7	1.7	18.9	5	9.3
Chasis Only Trucks	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% Chasis Only Trucks	0	0	0	0	0	0	0.9	0.1	0	0	0	0	0	0	0	0	0
Container Trucks	20	120	5	145	11	37	12	60	45	50	13	108	18	58	44	120	433
% Container Trucks	6.7	41.2	8.1	22.3	14.3	2.8	5.5	3.7	16.7	28.9	9.6	18.7	10.9	2.9	11.7	4.7	8
Other Trucks	7	3	0	10	3	33	8	44	4	3	3	10	6	43	5	54	118
% Other Trucks	2.3	1	0	1.5	3.9	2.5	3.6	2.7	1.5	1.7	2.2	1.7	3.6	2.1	1.3	2.1	2.2

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	38	38	7	83	10	199	31	240	54	36	20	110	20	240	36	296	729
04:30 PM	34	31	9	74	12	217	42	271	49	24	14	87	22	259	35	316	748
04:45 PM	34	39	5	78	8	190	27	225	44	25	23	92	22	292	72	386	781
05:00 PM	55	39	8	102	21	166	35	222	22	13	20	55	21	316	76	413	792
Total Volume	161	147	29	337	51	772	135	958	169	98	77	344	85	1107	219	1411	3050
% App. Total	47.8	43.6	8.6		5.3	80.6	14.1		49.1	28.5	22.4		6	78.5	15.5		
PHF	.732	.942	.806	.826	.607	.889	.804	.884	.782	.681	.837	.782	.966	.876	.720	.854	.963

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:00 PM				04:30 PM			
+0 mins.	34	31	9	74	10	199	31	240	49	46	25	120	22	259	35	316
+15 mins.	34	39	5	78	12	217	42	271	54	36	20	110	22	292	72	386
+30 mins.	55	39	8	102	8	190	27	225	49	24	14	87	21	316	76	413
+45 mins.	41	43	10	94	21	166	35	222	44	25	23	92	23	267	60	350
Total Volume	164	152	32	348	51	772	135	958	196	131	82	409	88	1134	243	1465
% App. Total	47.1	43.7	9.2		5.3	80.6	14.1		47.9	32	20		6	77.4	16.6	
PHF	.745	.884	.800	.853	.607	.889	.804	.884	.907	.712	.820	.852	.957	.897	.799	.887

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

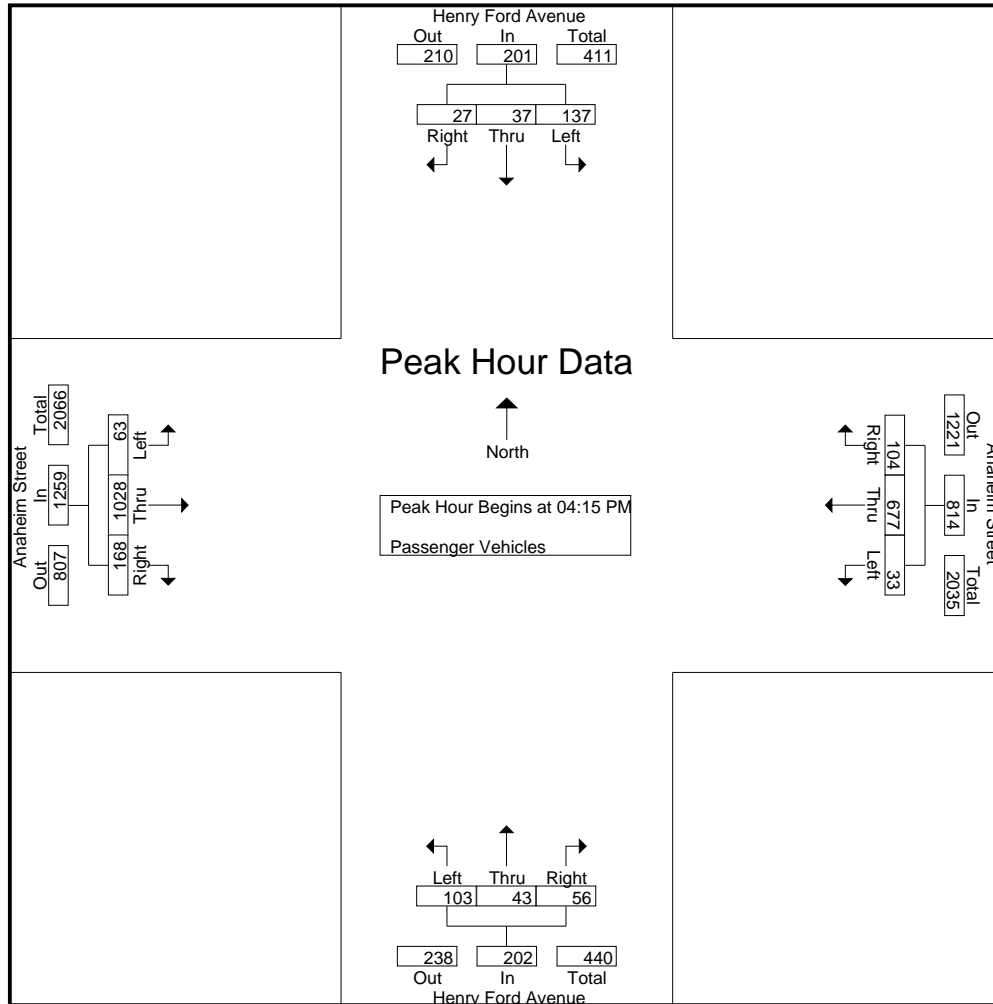
Groups Printed- Passenger Vehicles

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	12	5	43	7	157	16	180	23	10	14	47	15	224	20	259	529
04:15 PM	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259	553
04:30 PM	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268	590
04:45 PM	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355	661
Total	117	42	26	185	24	681	94	799	110	44	54	208	58	955	128	1141	2333
05:00 PM	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377	672
05:15 PM	29	7	4	40	4	131	15	150	14	4	15	33	21	250	31	302	525
05:30 PM	25	8	8	41	4	121	19	144	10	9	12	31	12	208	23	243	459
05:45 PM	25	5	6	36	3	95	12	110	10	4	5	19	9	157	13	179	344
Total	125	27	24	176	27	500	72	599	50	26	48	124	62	912	127	1101	2000
Grand Total	242	69	50	361	51	1181	166	1398	160	70	102	332	120	1867	255	2242	4333
Apprch %	67	19.1	13.9		3.6	84.5	11.9		48.2	21.1	30.7		5.4	83.3	11.4		
Total %	5.6	1.6	1.2	8.3	1.2	27.3	3.8	32.3	3.7	1.6	2.4	7.7	2.8	43.1	5.9	51.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259	553
04:30 PM	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268	590
04:45 PM	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355	661
05:00 PM	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377	672
Total Volume	137	37	27	201	33	677	104	814	103	43	56	202	63	1028	168	1259	2476
% App. Total	68.2	18.4	13.4		4.1	83.2	12.8		51	21.3	27.7		5	81.7	13.3		
PHF	.745	.841	.750	.852	.516	.915	.722	.889	.780	.597	.667	.701	.788	.865	.636	.835	.921

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	33	10	7	50	4	171	21	196	27	11	10	48	14	221	24	259
+15 mins.	32	11	9	52	8	185	36	229	27	5	9	41	12	238	18	268
+30 mins.	26	9	5	40	5	168	21	194	33	18	21	72	17	272	66	355
+45 mins.	46	7	6	59	16	153	26	195	16	9	16	41	20	297	60	377
Total Volume	137	37	27	201	33	677	104	814	103	43	56	202	63	1028	168	1259
% App. Total	68.2	18.4	13.4		4.1	83.2	12.8		51	21.3	27.7		5	81.7	13.3	
PHF	.745	.841	.750	.852	.516	.915	.722	.889	.780	.597	.667	.701	.788	.865	.636	.835

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 00000051
 Start Date : 2/29/2012
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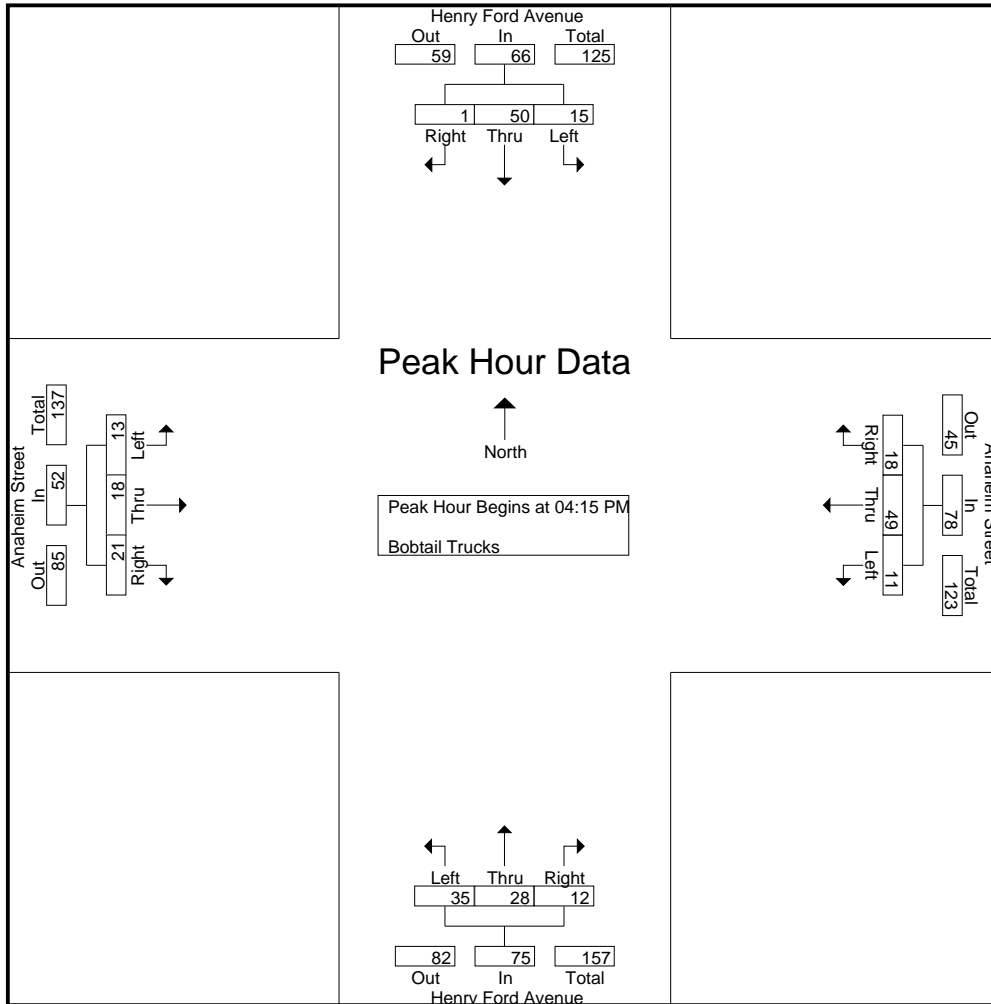
Groups Printed- Bobtail Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	10	0	13	0	10	8	18	14	16	6	36	3	4	6	13	80
04:15 PM	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14	74
04:30 PM	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18	82
04:45 PM	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7	57
Total	13	42	0	55	8	53	21	82	47	42	15	104	16	15	21	52	293
05:00 PM	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13	58
05:15 PM	8	20	4	32	0	4	2	6	4	2	0	6	2	7	19	28	72
05:30 PM	2	10	2	14	1	2	3	6	4	3	0	7	1	2	13	16	43
05:45 PM	1	9	0	10	0	4	1	5	3	1	0	4	2	4	12	18	37
Total	16	57	7	80	4	16	11	31	13	8	3	24	5	20	50	75	210
Grand Total	29	99	7	135	12	69	32	113	60	50	18	128	21	35	71	127	503
Apprch %	21.5	73.3	5.2		10.6	61.1	28.3		46.9	39.1	14.1		16.5	27.6	55.9		
Total %	5.8	19.7	1.4	26.8	2.4	13.7	6.4	22.5	11.9	9.9	3.6	25.4	4.2	7	14.1	25.2	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14	74
04:30 PM	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18	82
04:45 PM	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7	57
05:00 PM	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13	58
Total Volume	15	50	1	66	11	49	18	78	35	28	12	75	13	18	21	52	271
% App. Total	22.7	75.8	1.5		14.1	62.8	23.1		46.7	37.3	16		25	34.6	40.4		
PHF	.625	.694	.250	.688	.688	.613	.643	.780	.673	.438	.600	.647	.406	.643	.656	.722	.826

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	6	0	8	4	12	7	23	10	16	3	29	2	4	8	14
+15 mins.	2	12	0	14	2	20	3	25	13	7	5	25	8	5	5	18
+30 mins.	6	14	0	20	2	11	3	16	10	3	1	14	3	2	2	7
+45 mins.	5	18	1	24	3	6	5	14	2	2	3	7	0	7	6	13
Total Volume	15	50	1	66	11	49	18	78	35	28	12	75	13	18	21	52
% App. Total	22.7	75.8	1.5		14.1	62.8	23.1		46.7	37.3	16		25	34.6	40.4	
PHF	.625	.694	.250	.688	.688	.613	.643	.780	.673	.438	.600	.647	.406	.643	.656	.722

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 00000051
 Start Date : 2/29/2012
 Page No : 1

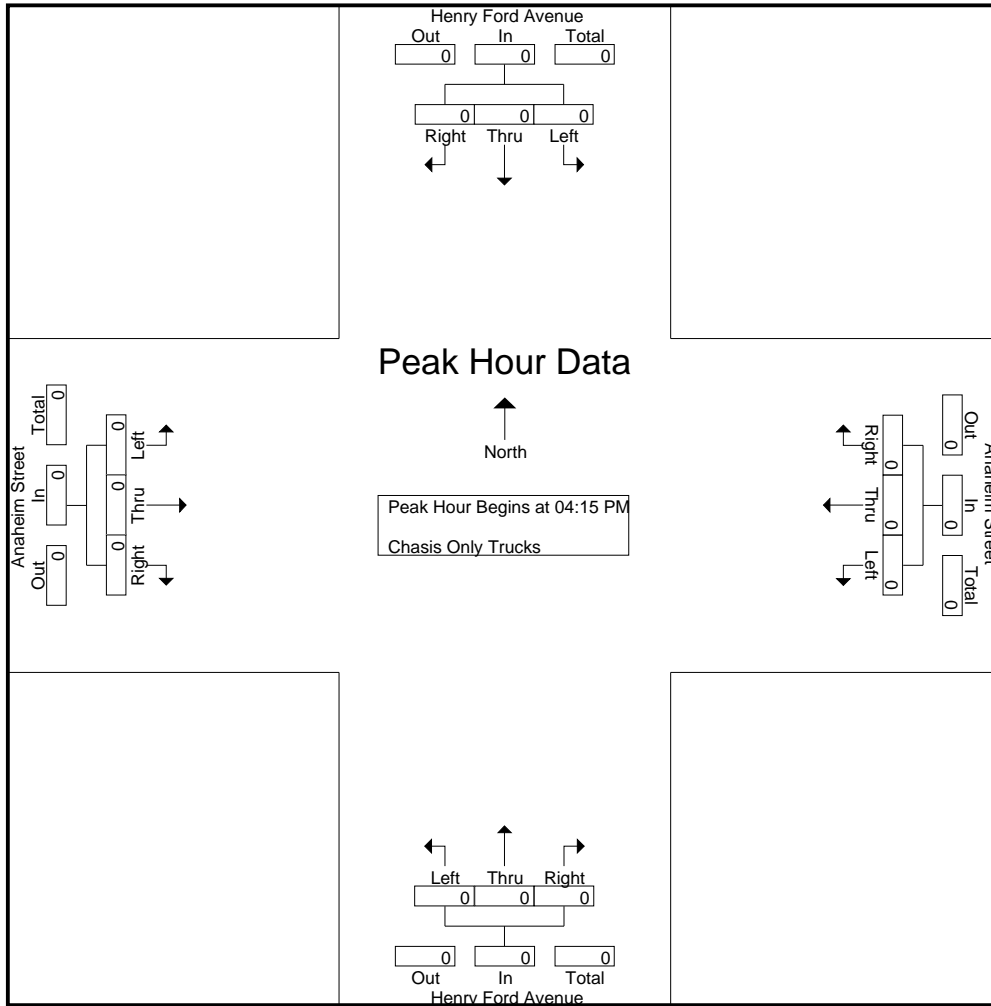
Groups Printed- Chasis Only Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	0	100		0	0	0		0	0	0			
Total %	0	0	0		0	0	100	100	0	0	0		0	0	0			

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0			
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

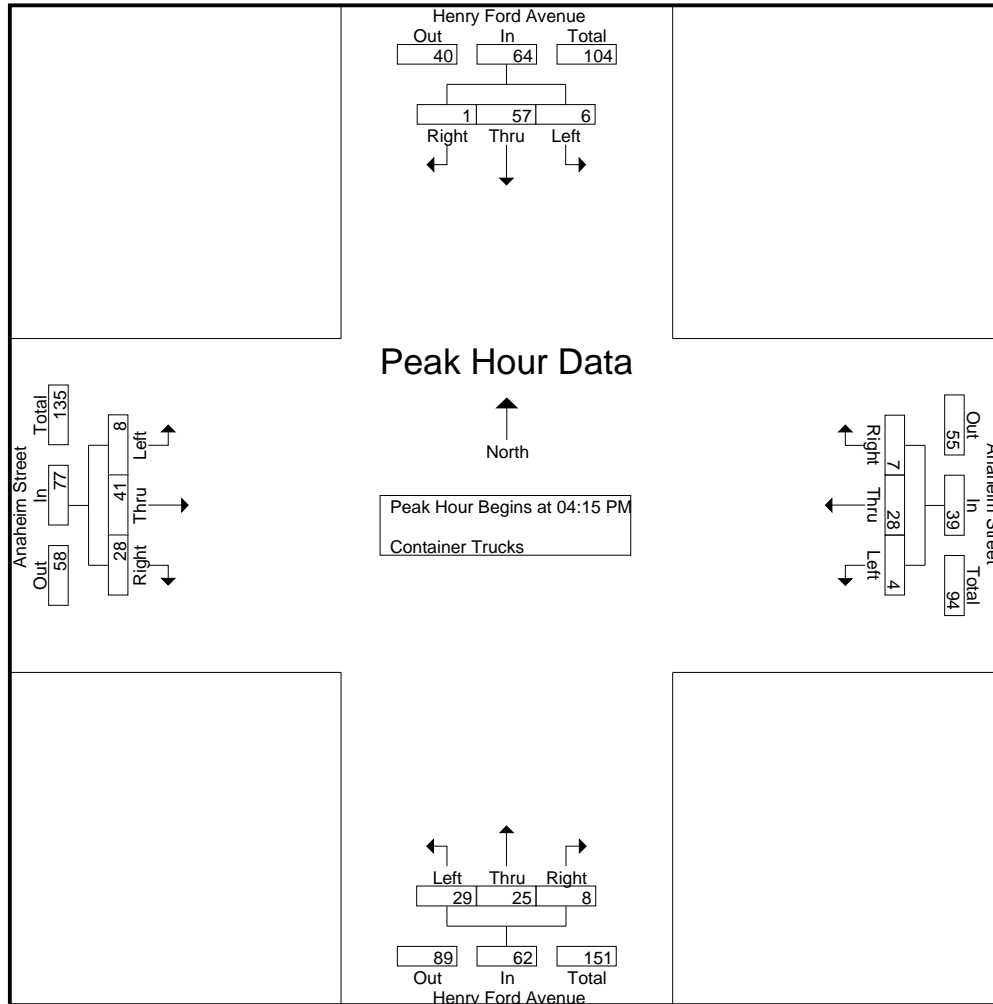
Groups Printed- Container Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	18	0	21	2	4	2	8	11	19	4	34	4	3	5	12	75
04:15 PM	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17	83
04:30 PM	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23	61
04:45 PM	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18	46
Total	5	61	0	66	5	26	7	38	36	43	12	91	11	36	23	70	265
05:00 PM	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19	52
05:15 PM	4	16	2	22	3	1	1	5	3	0	0	3	0	4	8	12	42
05:30 PM	1	15	1	17	1	2	2	5	0	2	0	2	2	5	3	10	34
05:45 PM	6	14	1	21	1	2	0	3	2	4	1	7	4	5	0	9	40
Total	15	59	5	79	6	11	5	22	9	7	1	17	7	22	21	50	168
Grand Total	20	120	5	145	11	37	12	60	45	50	13	108	18	58	44	120	433
Apprch %	13.8	82.8	3.4		18.3	61.7	20		41.7	46.3	12		15	48.3	36.7		
Total %	4.6	27.7	1.2	33.5	2.5	8.5	2.8	13.9	10.4	11.5	3	24.9	4.2	13.4	10.2	27.7	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17	83
04:30 PM	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23	61
04:45 PM	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18	46
05:00 PM	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19	52
Total Volume	6	57	1	64	4	28	7	39	29	25	8	62	8	41	28	77	242
% App. Total	9.4	89.1	1.6		10.3	71.8	17.9		46.8	40.3	12.9		10.4	53.2	36.4		
PHF	.375	.679	.250	.727	.500	.778	.875	.750	.483	.568	.286	.500	.500	.854	.636	.837	.729

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	21	0	22	2	9	2	13	15	9	7	31	4	10	3	17
+15 mins.	0	7	0	7	1	8	2	11	9	11	0	20	1	11	11	23
+30 mins.	1	15	0	16	0	5	1	6	1	4	1	6	2	12	4	18
+45 mins.	4	14	1	19	1	6	2	9	4	1	0	5	1	8	10	19
Total Volume	6	57	1	64	4	28	7	39	29	25	8	62	8	41	28	77
% App. Total	9.4	89.1	1.6		10.3	71.8	17.9		46.8	40.3	12.9		10.4	53.2	36.4	
PHF	.375	.679	.250	.727	.500	.778	.875	.750	.483	.568	.286	.500	.500	.854	.636	.837

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 1

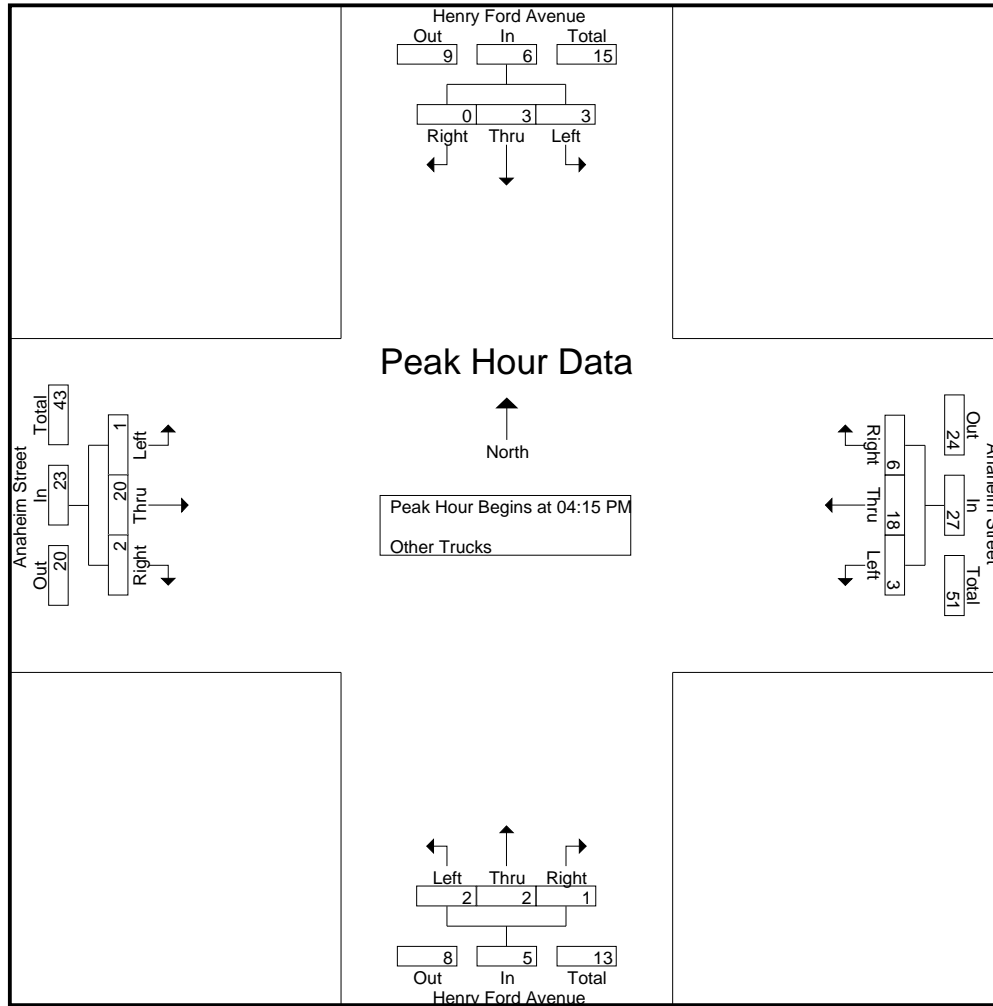
Groups Printed- Other Trucks

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	0	1	0	9	1	10	1	1	1	3	1	12	1	14	28
04:15 PM	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6	19
04:30 PM	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7	15
04:45 PM	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6	17
Total	4	3	0	7	2	26	5	33	3	2	1	6	2	28	3	33	79
05:00 PM	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4	10
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	6	2	8	11
05:30 PM	1	0	0	1	0	2	0	2	0	0	0	0	3	3	0	6	9
05:45 PM	2	0	0	2	0	1	1	2	1	0	1	2	1	2	0	3	9
Total	3	0	0	3	1	7	3	11	1	1	2	4	4	15	2	21	39
Grand Total	7	3	0	10	3	33	8	44	4	3	3	10	6	43	5	54	118
Apprch %	70	30	0		6.8	75	18.2		40	30	30		11.1	79.6	9.3		
Total %	5.9	2.5	0	8.5	2.5	28	6.8	37.3	3.4	2.5	2.5	8.5	5.1	36.4	4.2	45.8	

Start Time	Henry Ford Avenue Southbound				Anaheim Street Westbound				Henry Ford Avenue Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6	19
04:30 PM	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7	15
04:45 PM	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6	17
05:00 PM	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4	10
Total Volume	3	3	0	6	3	18	6	27	2	2	1	5	1	20	2	23	61
% App. Total	50	50	0		11.1	66.7	22.2		40	40	20		4.3	87	8.7		
PHF	.375	.750	.000	.500	.750	.643	.750	.750	.250	.500	.250	.625	.250	.833	.500	.821	.803

City of Long Beach
 N/S: Henry Ford Avenue
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCHFANPM
 Site Code : 0000051
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	1	0	3	0	7	1	8	2	0	0	2	0	5	1	6
+15 mins.	0	1	0	1	1	4	1	6	0	1	0	1	1	5	1	7
+30 mins.	1	1	0	2	1	6	2	9	0	0	0	0	0	6	0	6
+45 mins.	0	0	0	0	1	1	2	4	0	1	1	2	0	4	0	4
Total Volume	3	3	0	6	3	18	6	27	2	2	1	5	1	20	2	23
% App. Total	50	50	0		11.1	66.7	22.2		40	40	20		4.3	87	8.7	
PHF	.375	.750	.000	.500	.750	.643	.750	.750	.250	.500	.250	.625	.250	.833	.500	.821

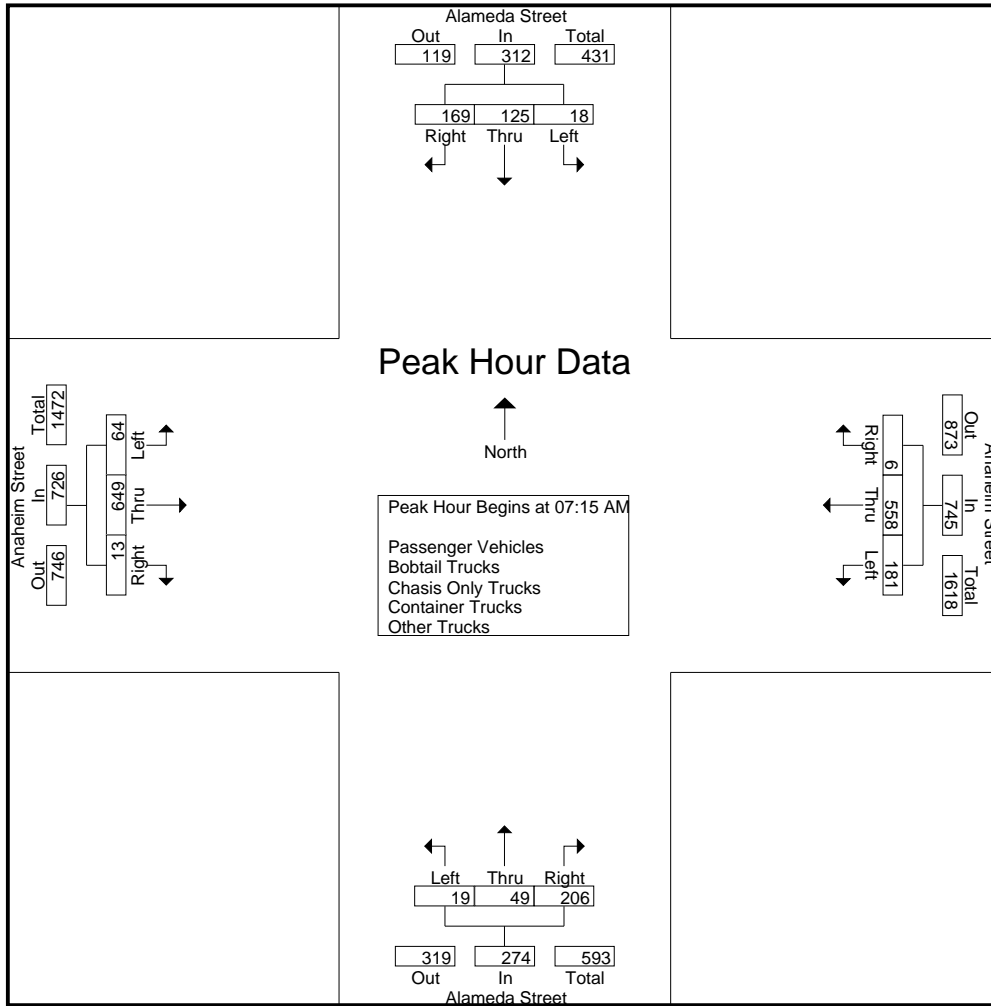
City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	17	30	49	51	96	0	147	0	11	71	82	12	145	0	157	435
07:15 AM	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197	554
07:30 AM	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202	542
07:45 AM	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166	497
Total	17	105	162	284	185	534	2	721	15	49	237	301	58	654	10	722	2028
08:00 AM	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161	464
08:15 AM	1	24	33	58	31	133	0	164	1	13	37	51	14	134	1	149	422
08:30 AM	3	14	35	52	38	112	3	153	2	17	52	71	24	119	0	143	419
08:45 AM	0	24	45	69	30	122	2	154	2	16	25	43	12	110	1	123	389
Total	7	99	150	256	146	487	9	642	9	57	154	220	68	503	5	576	1694
Grand Total	24	204	312	540	331	1021	11	1363	24	106	391	521	126	1157	15	1298	3722
Apprch %	4.4	37.8	57.8		24.3	74.9	0.8		4.6	20.3	75		9.7	89.1	1.2		
Total %	0.6	5.5	8.4	14.5	8.9	27.4	0.3	36.6	0.6	2.8	10.5	14	3.4	31.1	0.4	34.9	
Passenger Vehicles	23	145	301	469	271	965	7	1243	22	70	296	388	119	934	14	1067	3167
% Passenger Vehicles	95.8	71.1	96.5	86.9	81.9	94.5	63.6	91.2	91.7	66	75.7	74.5	94.4	80.7	93.3	82.2	85.1
Bobtail Trucks	0	15	0	15	0	13	0	13	0	9	0	9	0	94	0	94	131
% Bobtail Trucks	0	7.4	0	2.8	0	1.3	0	1	0	8.5	0	1.7	0	8.1	0	7.2	3.5
Chasis Only Trucks	0	1	0	1	0	1	0	1	0	3	6	9	1	1	0	2	13
% Chasis Only Trucks	0	0.5	0	0.2	0	0.1	0	0.1	0	2.8	1.5	1.7	0.8	0.1	0	0.2	0.3
Container Trucks	1	9	2	12	9	12	1	22	0	11	50	61	5	89	0	94	189
% Container Trucks	4.2	4.4	0.6	2.2	2.7	1.2	9.1	1.6	0	10.4	12.8	11.7	4	7.7	0	7.2	5.1
Other Trucks	0	34	9	43	51	30	3	84	2	13	39	54	1	39	1	41	222
% Other Trucks	0	16.7	2.9	8	15.4	2.9	27.3	6.2	8.3	12.3	10	10.4	0.8	3.4	6.7	3.2	6

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197	554
07:30 AM	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202	542
07:45 AM	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166	497
08:00 AM	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161	464
Total Volume	18	125	169	312	181	558	6	745	19	49	206	274	64	649	13	726	2057
% App. Total	5.8	40.1	54.2		24.3	74.9	0.8		6.9	17.9	75.2		8.8	89.4	1.8		
PHF	.750	.845	.813	.918	.963	.924	.375	.945	.792	.817	.644	.706	.889	.896	.650	.899	.928



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	29	41	75	47	137	1	185	6	11	80	97	15	180	2	197
+15 mins.	6	30	39	75	47	150	0	197	3	12	53	68	16	181	5	202
+30 mins.	4	29	52	85	40	151	1	192	6	15	33	54	15	148	3	166
+45 mins.	3	37	37	77	47	120	4	171	4	11	40	55	18	140	3	161
Total Volume	18	125	169	312	181	558	6	745	19	49	206	274	64	649	13	726
% App. Total	5.8	40.1	54.2		24.3	74.9	0.8		6.9	17.9	75.2		8.8	89.4	1.8	
PHF	.750	.845	.813	.918	.963	.924	.375	.945	.792	.817	.644	.706	.889	.896	.650	.899

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

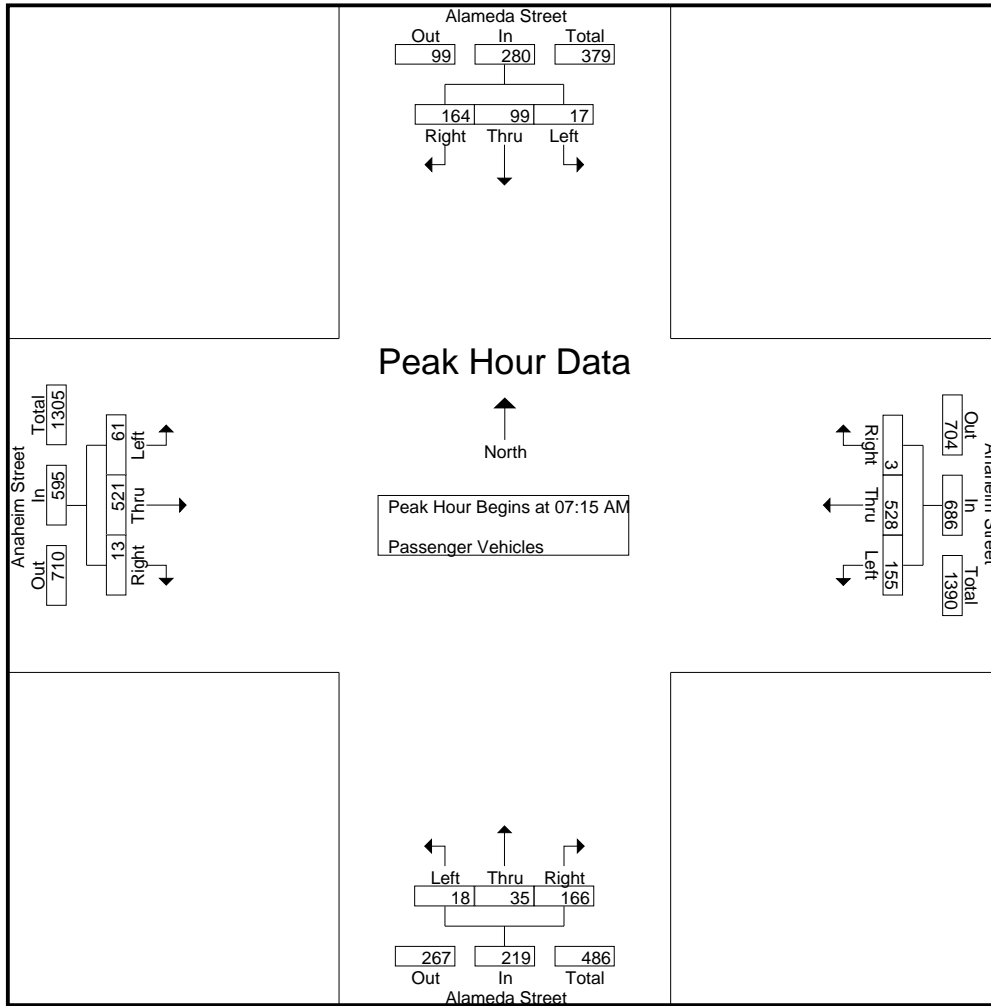
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	12	30	44	42	94	0	136	0	7	60	67	12	126	0	138	385
07:15 AM	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167	492
07:30 AM	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170	474
07:45 AM	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132	426
Total	17	84	158	259	155	509	1	665	15	35	196	246	55	542	10	607	1777
08:00 AM	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126	388
08:15 AM	1	15	32	48	22	126	0	148	1	10	22	33	12	104	1	117	346
08:30 AM	3	9	32	44	28	108	3	139	2	7	32	41	24	94	0	118	342
08:45 AM	0	10	43	53	24	109	1	134	1	11	16	28	10	89	0	99	314
Total	6	61	143	210	116	456	6	578	7	35	100	142	64	392	4	460	1390
Grand Total	23	145	301	469	271	965	7	1243	22	70	296	388	119	934	14	1067	3167
Apprch %	4.9	30.9	64.2		21.8	77.6	0.6		5.7	18	76.3		11.2	87.5	1.3		
Total %	0.7	4.6	9.5	14.8	8.6	30.5	0.2	39.2	0.7	2.2	9.3	12.3	3.8	29.5	0.4	33.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167	492
07:30 AM	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170	474
07:45 AM	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132	426
08:00 AM	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126	388
Total Volume	17	99	164	280	155	528	3	686	18	35	166	219	61	521	13	595	1780
% App. Total	6.1	35.4	58.6		22.6	77	0.4		8.2	16	75.8		10.3	87.6	2.2		
PHF	.708	.917	.820	.875	.881	.917	.375	.942	.750	.795	.593	.644	.847	.857	.650	.875	.904

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 00000063
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	21	39	65	44	130	1	175	6	9	70	85	13	152	2	167
+15 mins.	6	25	39	70	38	144	0	182	3	8	41	52	16	149	5	170
+30 mins.	4	26	50	80	31	141	0	172	6	11	25	42	14	115	3	132
+45 mins.	2	27	36	65	42	113	2	157	3	7	30	40	18	105	3	126
Total Volume	17	99	164	280	155	528	3	686	18	35	166	219	61	521	13	595
% App. Total	6.1	35.4	58.6		22.6	77	0.4		8.2	16	75.8		10.3	87.6	2.2	
PHF	.708	.917	.820	.875	.881	.917	.375	.942	.750	.795	.593	.644	.847	.857	.650	.875

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	6	0	6	8
07:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12	17
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14	17
07:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18	25
Total	0	8	0	8	0	7	0	7	0	2	0	2	0	50	0	50	67
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17	20
08:15 AM	0	2	0	2	0	1	0	1	0	2	0	2	0	8	0	8	13
08:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	10	0	10	15
08:45 AM	0	2	0	2	0	4	0	4	0	1	0	1	0	9	0	9	16
Total	0	7	0	7	0	6	0	6	0	7	0	7	0	44	0	44	64
Grand Total	0	15	0	15	0	13	0	13	0	9	0	9	0	94	0	94	131
Apprch %	0	100	0		0	100	0		0	100	0		0	100	0		
Total %	0	11.5	0	11.5	0	9.9	0	9.9	0	6.9	0	6.9	0	71.8	0	71.8	

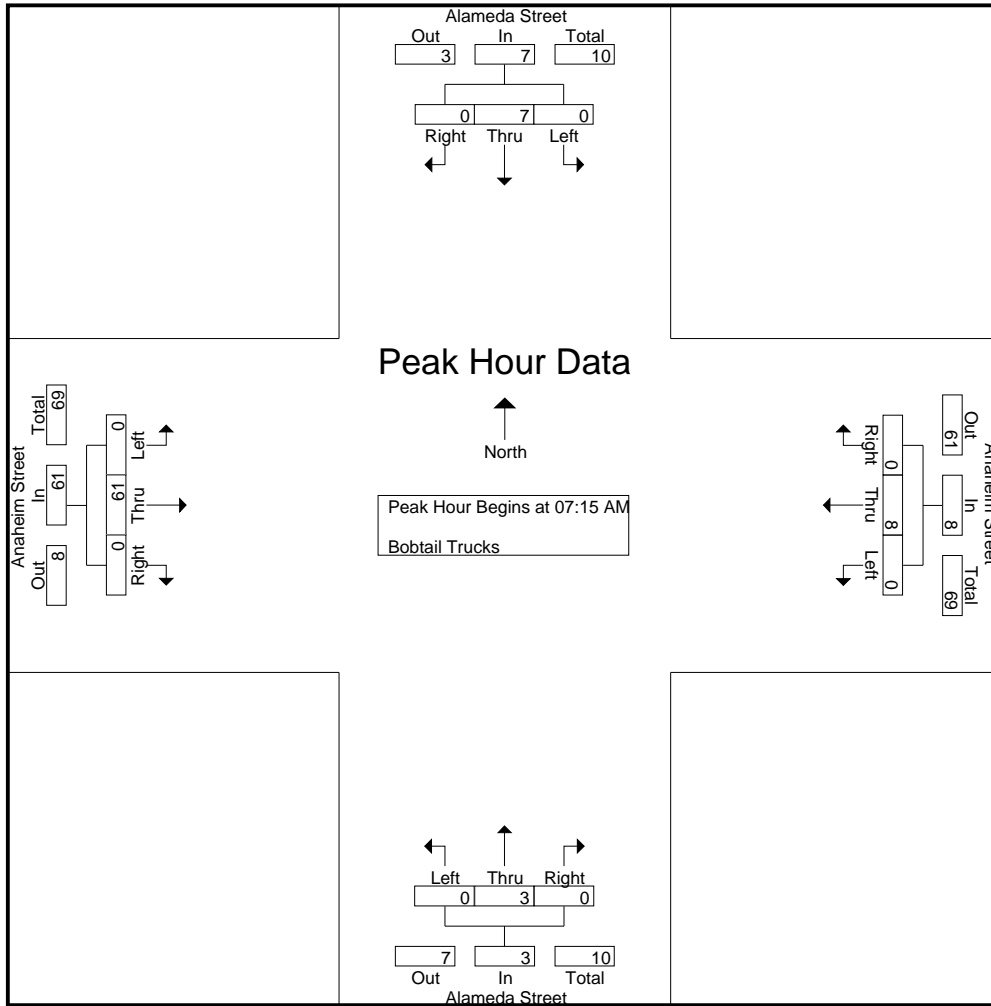
Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12	17
07:30 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14	17
07:45 AM	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18	25
08:00 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17	20
Total Volume	0	7	0	7	0	8	0	8	0	3	0	3	0	61	0	61	79
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.583	.000	.583	.000	.400	.000	.400	.000	.375	.000	.375	.000	.847	.000	.847	.790

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	2	0	2	0	0	0	0	0	12	0	12
+15 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	14	0	14
+30 mins.	0	2	0	2	0	5	0	5	0	0	0	0	0	18	0	18
+45 mins.	0	1	0	1	0	1	0	1	0	1	0	1	0	17	0	17
Total Volume	0	7	0	7	0	8	0	8	0	3	0	3	0	61	0	61
% App. Total	0	100	0	0	0	100	0	0	0	100	0	0	0	100	0	0
PHF	.000	.583	.000	.583	.000	.400	.000	.400	.000	.375	.000	.375	.000	.847	.000	.847

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	6	7	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	1	0	1	0	2	0	2	1	1	0	2	6
Grand Total	0	1	0	1	0	1	0	1	0	3	6	9	1	1	0	2	13
Apprch %	0	100	0		0	100	0		0	33.3	66.7		50	50	0		
Total %	0	7.7	0	7.7	0	7.7	0	7.7	0	23.1	46.2	69.2	7.7	7.7	0	15.4	

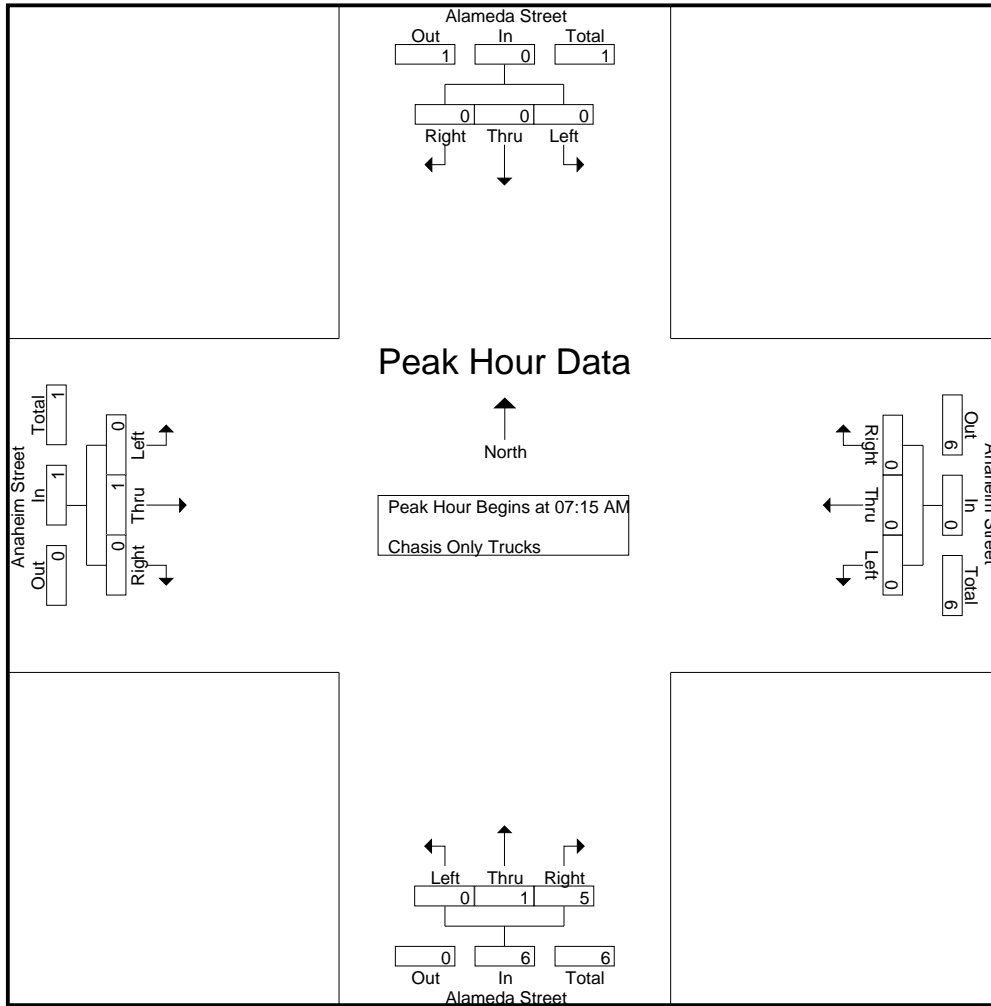
Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	1	5	6	0	1	0	1	7
% App. Total	0	0	0		0	0	0		0	16.7	83.3		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.500	.000	.250	.000	.250	.583

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	1	5	6	0	1	0	1
% App. Total	0	0	0	0	0	0	0	0	0	16.7	83.3		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.417	.500	.000	.250	.000	.250

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

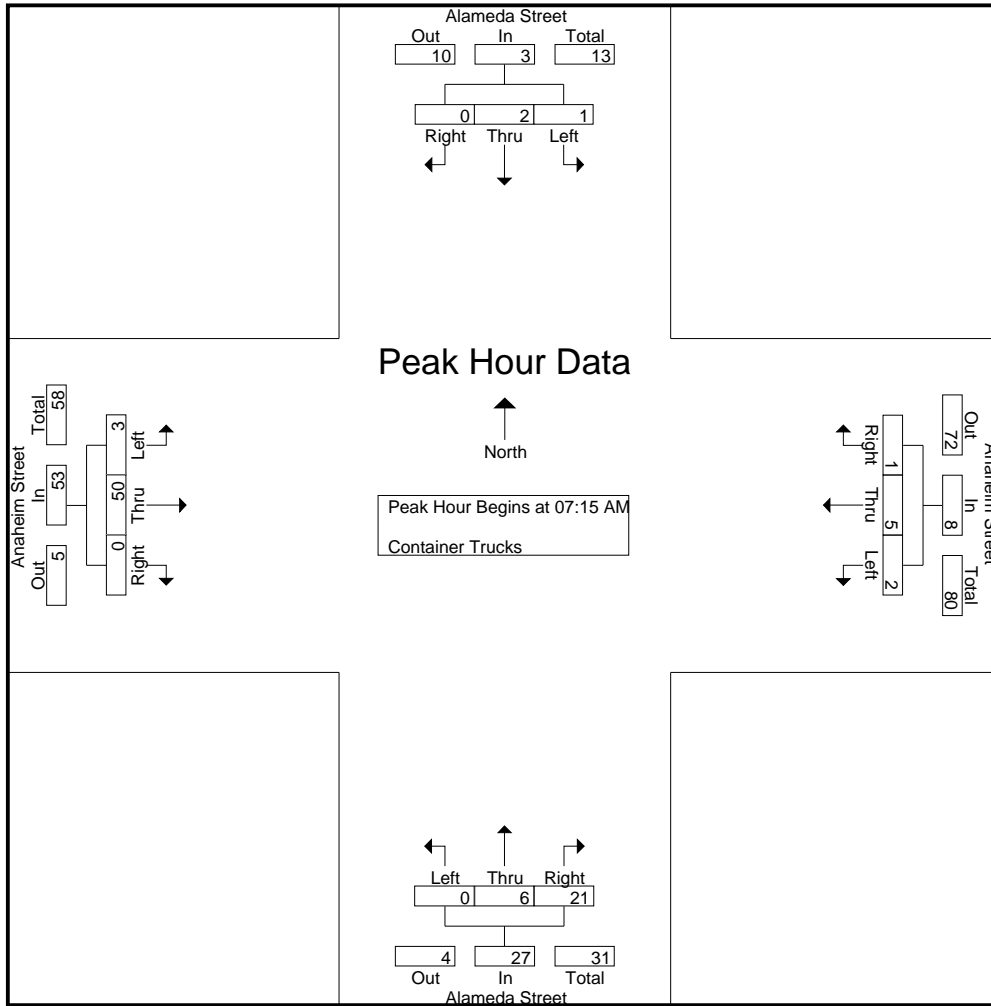
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	0	0	1	0	1	5	6	0	11	0	11	18
07:15 AM	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14	22
07:30 AM	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14	22
07:45 AM	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12	23
Total	0	2	0	2	3	4	0	7	0	5	20	25	3	48	0	51	85
08:00 AM	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13	24
08:15 AM	0	2	0	2	0	4	0	4	0	0	11	11	1	13	0	14	31
08:30 AM	0	2	1	3	3	2	0	5	0	2	9	11	0	13	0	13	32
08:45 AM	0	3	1	4	3	1	0	4	0	2	4	6	1	2	0	3	17
Total	1	7	2	10	6	8	1	15	0	6	30	36	2	41	0	43	104
Grand Total	1	9	2	12	9	12	1	22	0	11	50	61	5	89	0	94	189
Apprch %	8.3	75	16.7		40.9	54.5	4.5		0	18	82		5.3	94.7	0		
Total %	0.5	4.8	1.1	6.3	4.8	6.3	0.5	11.6	0	5.8	26.5	32.3	2.6	47.1	0	49.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14	22
07:30 AM	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14	22
07:45 AM	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12	23
08:00 AM	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13	24
Total Volume	1	2	0	3	2	5	1	8	0	6	21	27	3	50	0	53	91
% App. Total	33.3	66.7	0		25	62.5	12.5		0	22.2	77.8		5.7	94.3	0		
PHF	.250	.500	.000	.750	.250	.417	.250	.400	.000	.500	.750	.844	.375	.893	.000	.946	.948

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	6	7	2	12	0	14
+15 mins.	0	0	0	0	0	1	0	1	0	0	7	7	0	14	0	14
+30 mins.	0	1	0	1	2	3	0	5	0	3	2	5	1	11	0	12
+45 mins.	1	0	0	1	0	1	1	2	0	2	6	8	0	13	0	13
Total Volume	1	2	0	3	2	5	1	8	0	6	21	27	3	50	0	53
% App. Total	33.3	66.7	0		25	62.5	12.5		0	22.2	77.8		5.7	94.3	0	
PHF	.250	.500	.000	.750	.250	.417	.250	.400	.000	.500	.750	.844	.375	.893	.000	.946

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

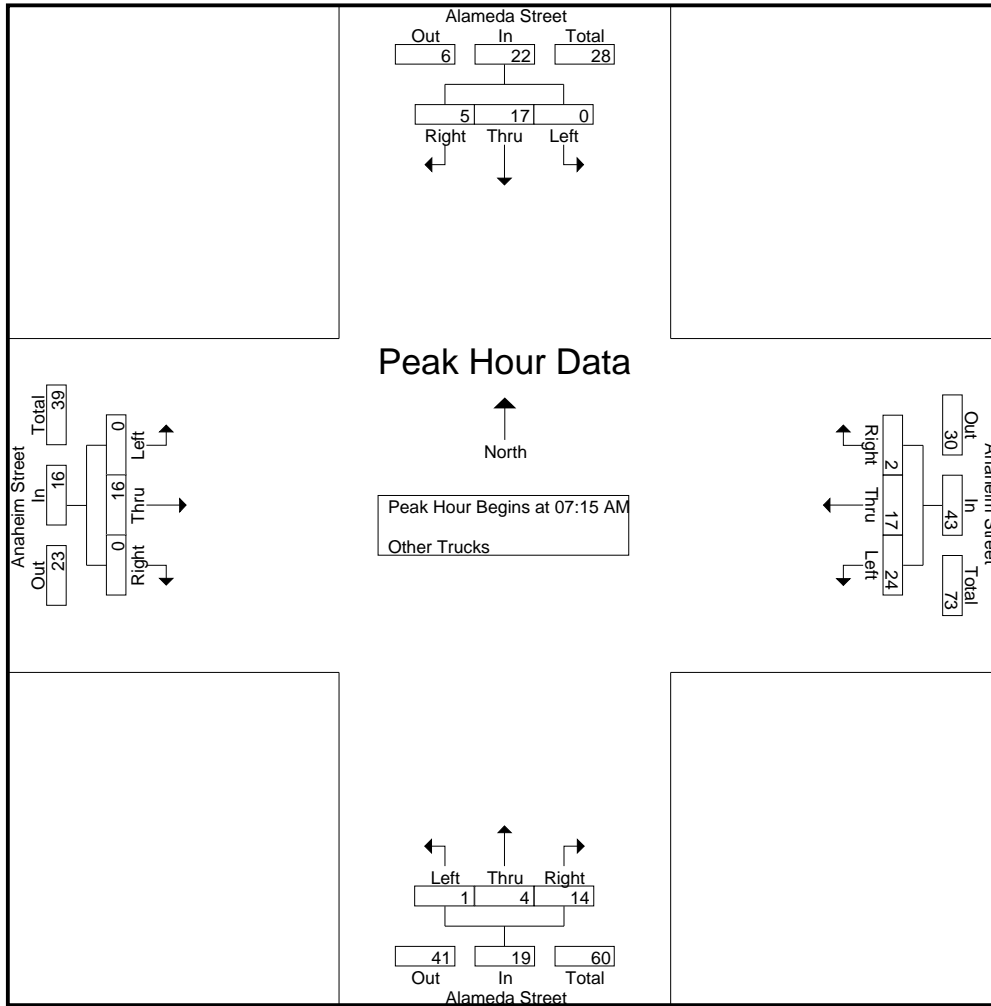
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	3	0	3	8	2	0	10	0	3	5	8	0	2	0	2	23
07:15 AM	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4	22
07:30 AM	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4	27
07:45 AM	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4	20
Total	0	11	4	15	27	14	1	42	0	6	15	21	0	14	0	14	92
08:00 AM	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4	31
08:15 AM	0	5	1	6	9	2	0	11	0	1	4	5	0	9	0	9	31
08:30 AM	0	1	2	3	7	1	0	8	0	3	11	14	0	2	0	2	27
08:45 AM	0	8	1	9	3	8	1	12	1	2	5	8	1	10	1	12	41
Total	0	23	5	28	24	16	2	42	2	7	24	33	1	25	1	27	130
Grand Total	0	34	9	43	51	30	3	84	2	13	39	54	1	39	1	41	222
Apprch %	0	79.1	20.9		60.7	35.7	3.6		3.7	24.1	72.2		2.4	95.1	2.4		
Total %	0	15.3	4.1	19.4	23	13.5	1.4	37.8	0.9	5.9	17.6	24.3	0.5	17.6	0.5	18.5	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4	22
07:30 AM	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4	27
07:45 AM	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4	20
08:00 AM	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4	31
Total Volume	0	17	5	22	24	17	2	43	1	4	14	19	0	16	0	16	100
% App. Total	0	77.3	22.7		55.8	39.5	4.7		5.3	21.1	73.7		0	100	0		
PHF	.000	.472	.625	.550	.667	.850	.500	.768	.250	1.00	.875	.792	.000	1.00	.000	1.00	.806

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	2	6	3	5	0	8	0	1	3	4	0	4	0	4
+15 mins.	0	4	0	4	9	5	0	14	0	1	4	5	0	4	0	4
+30 mins.	0	0	2	2	7	2	1	10	0	1	3	4	0	4	0	4
+45 mins.	0	9	1	10	5	5	1	11	1	1	4	6	0	4	0	4
Total Volume	0	17	5	22	24	17	2	43	1	4	14	19	0	16	0	16
% App. Total	0	77.3	22.7		55.8	39.5	4.7		5.3	21.1	73.7		0	100	0	
PHF	.000	.472	.625	.550	.667	.850	.500	.768	.250	1.000	.875	.792	.000	1.000	.000	1.000

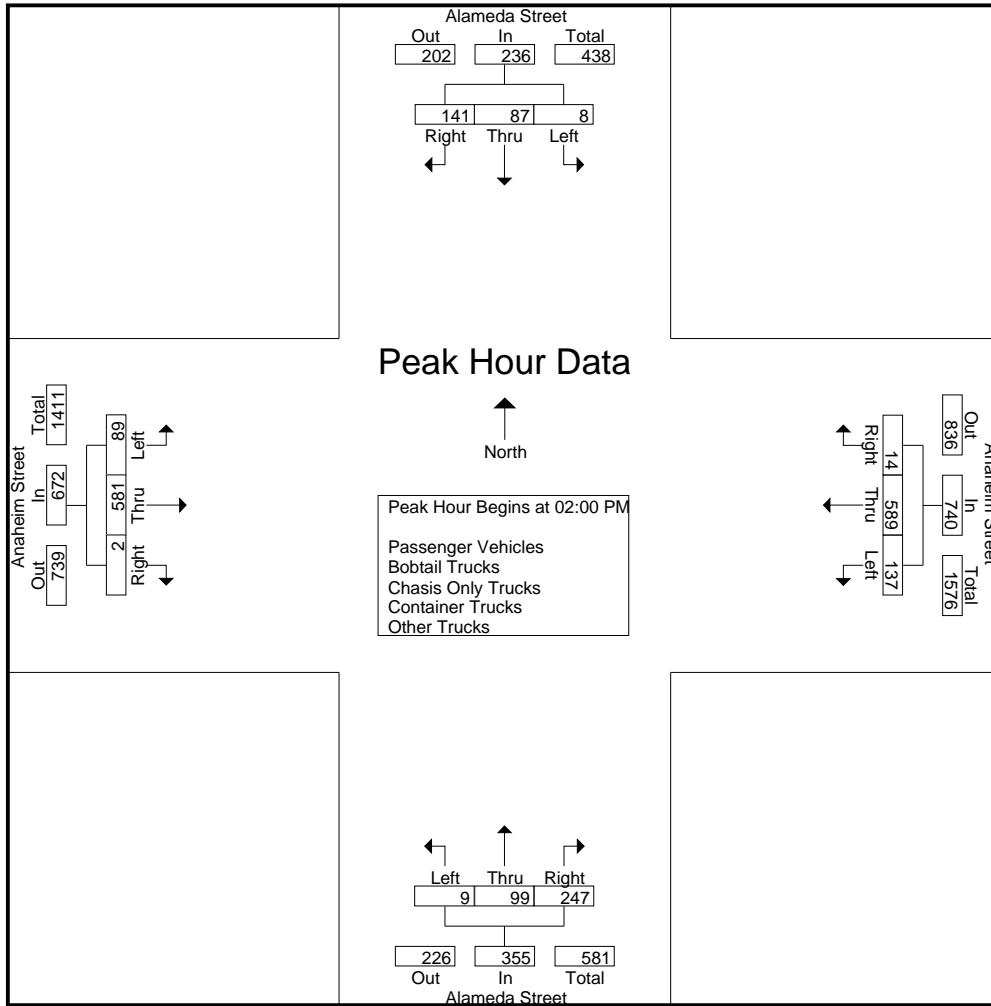
City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	4	19	26	49	26	120	5	151	3	18	49	70	26	133	0	159	429
01:15 PM	3	23	24	50	43	154	2	199	2	19	48	69	23	135	3	161	479
01:30 PM	3	20	36	59	32	142	2	176	1	18	71	90	24	136	1	161	486
01:45 PM	4	16	34	54	24	145	3	172	1	17	62	80	33	129	2	164	470
Total	14	78	120	212	125	561	12	698	7	72	230	309	106	533	6	645	1864
02:00 PM	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165	476
02:15 PM	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180	516
02:30 PM	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167	520
02:45 PM	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160	491
Total	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672	2003
Grand Total	22	165	261	448	262	1150	26	1438	16	171	477	664	195	1114	8	1317	3867
Apprch %	4.9	36.8	58.3		18.2	80	1.8		2.4	25.8	71.8		14.8	84.6	0.6		
Total %	0.6	4.3	6.7	11.6	6.8	29.7	0.7	37.2	0.4	4.4	12.3	17.2	5	28.8	0.2	34.1	
Passenger Vehicles	20	79	218	317	142	979	20	1141	16	78	270	364	165	967	8	1140	2962
% Passenger Vehicles	90.9	47.9	83.5	70.8	54.2	85.1	76.9	79.3	100	45.6	56.6	54.8	84.6	86.8	100	86.6	76.6
Bobtail Trucks	0	19	0	19	30	74	4	108	0	31	69	100	17	55	0	72	299
% Bobtail Trucks	0	11.5	0	4.2	11.5	6.4	15.4	7.5	0	18.1	14.5	15.1	8.7	4.9	0	5.5	7.7
Chasis Only Trucks	0	3	9	12	3	2	0	5	0	2	5	7	2	3	0	5	29
% Chasis Only Trucks	0	1.8	3.4	2.7	1.1	0.2	0	0.3	0	1.2	1	1.1	1	0.3	0	0.4	0.7
Container Trucks	0	42	22	64	41	53	2	96	0	45	74	119	4	44	0	48	327
% Container Trucks	0	25.5	8.4	14.3	15.6	4.6	7.7	6.7	0	26.3	15.5	17.9	2.1	3.9	0	3.6	8.5
Other Trucks	2	22	12	36	46	42	0	88	0	15	59	74	7	45	0	52	250
% Other Trucks	9.1	13.3	4.6	8	17.6	3.7	0	6.1	0	8.8	12.4	11.1	3.6	4	0	3.9	6.5

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165	476
02:15 PM	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180	516
02:30 PM	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167	520
02:45 PM	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160	491
Total Volume	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672	2003
% App. Total	3.4	36.9	59.7		18.5	79.6	1.9		2.5	27.9	69.6		13.2	86.5	0.3		
PHF	.500	.777	.881	.881	.778	.975	.583	.949	.563	.773	.870	.829	.795	.962	.500	.933	.963



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	21	33	56	32	144	3	179	2	24	50	76	28	137	0	165
+15 mins.	0	23	40	63	44	149	2	195	1	16	61	78	28	151	1	180
+30 mins.	4	28	35	67	35	151	6	192	2	27	65	94	18	148	1	167
+45 mins.	2	15	33	50	26	145	3	174	4	32	71	107	15	145	0	160
Total Volume	8	87	141	236	137	589	14	740	9	99	247	355	89	581	2	672
% App. Total	3.4	36.9	59.7		18.5	79.6	1.9		2.5	27.9	69.6		13.2	86.5	0.3	
PHF	.500	.777	.881	.881	.778	.975	.583	.949	.563	.773	.870	.829	.795	.962	.500	.933

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
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 Start Date : 2/29/2012
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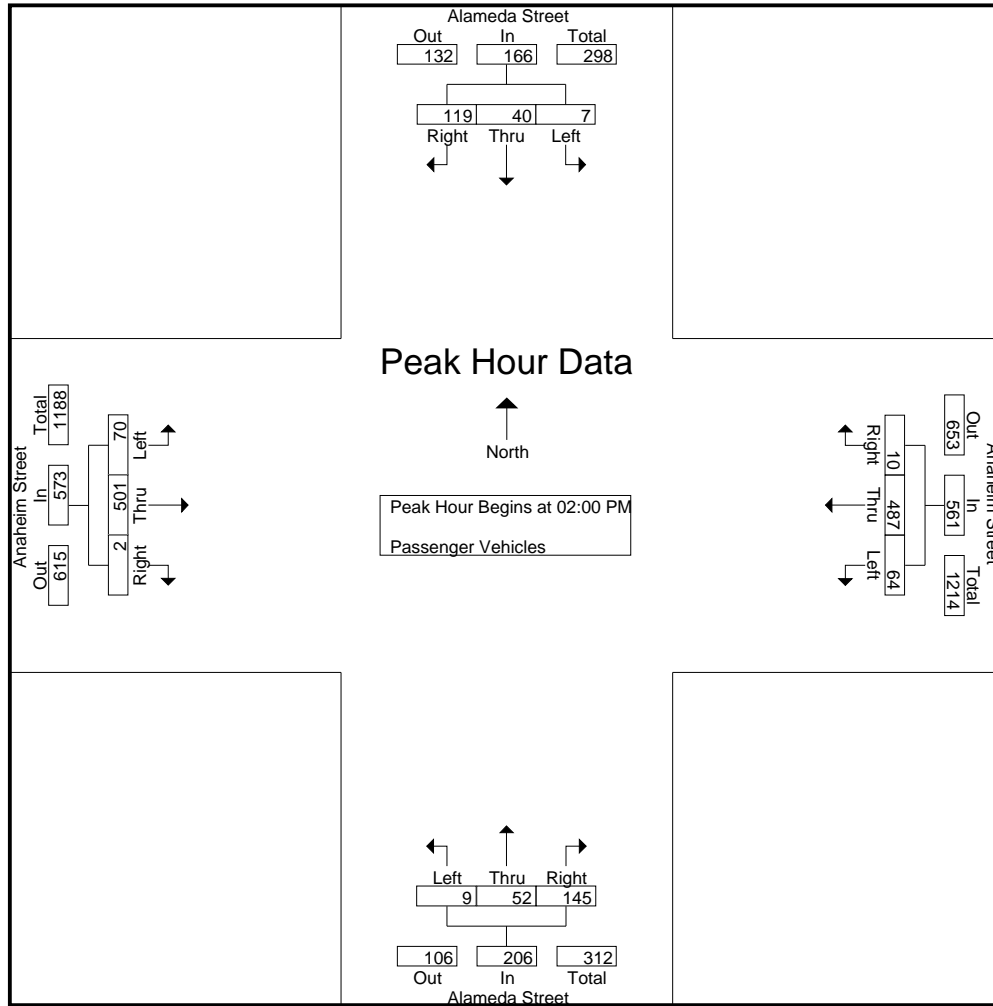
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	3	8	25	36	19	107	5	131	3	8	29	40	20	116	0	136	343
01:15 PM	3	13	21	37	29	139	2	170	2	9	28	39	21	124	3	148	394
01:30 PM	3	10	30	43	15	125	2	142	1	6	36	43	24	114	1	139	367
01:45 PM	4	8	23	35	15	121	1	137	1	3	32	36	30	112	2	144	352
Total	13	39	99	151	78	492	10	580	7	26	125	158	95	466	6	567	1456
02:00 PM	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141	358
02:15 PM	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156	399
02:30 PM	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136	378
02:45 PM	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140	371
Total	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573	1506
Grand Total	20	79	218	317	142	979	20	1141	16	78	270	364	165	967	8	1140	2962
Apprch %	6.3	24.9	68.8		12.4	85.8	1.8		4.4	21.4	74.2		14.5	84.8	0.7		
Total %	0.7	2.7	7.4	10.7	4.8	33.1	0.7	38.5	0.5	2.6	9.1	12.3	5.6	32.6	0.3	38.5	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141	358
02:15 PM	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156	399
02:30 PM	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136	378
02:45 PM	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140	371
Total Volume	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573	1506
% App. Total	4.2	24.1	71.7		11.4	86.8	1.8		4.4	25.2	70.4		12.2	87.4	0.3		
PHF	.583	.714	.826	.830	.593	.929	.500	.941	.563	.650	.884	.844	.761	.928	.500	.918	.944

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	2	11	30	43	15	115	2	132	2	13	27	42	23	118	0	141
+15 mins.	0	14	36	50	27	118	1	146	1	6	40	47	20	135	1	156
+30 mins.	3	8	26	37	13	131	5	149	2	13	41	56	16	119	1	136
+45 mins.	2	7	27	36	9	123	2	134	4	20	37	61	11	129	0	140
Total Volume	7	40	119	166	64	487	10	561	9	52	145	206	70	501	2	573
% App. Total	4.2	24.1	71.7		11.4	86.8	1.8		4.4	25.2	70.4		12.2	87.4	0.3	
PHF	.583	.714	.826	.830	.593	.929	.500	.941	.563	.650	.884	.844	.761	.928	.500	.918

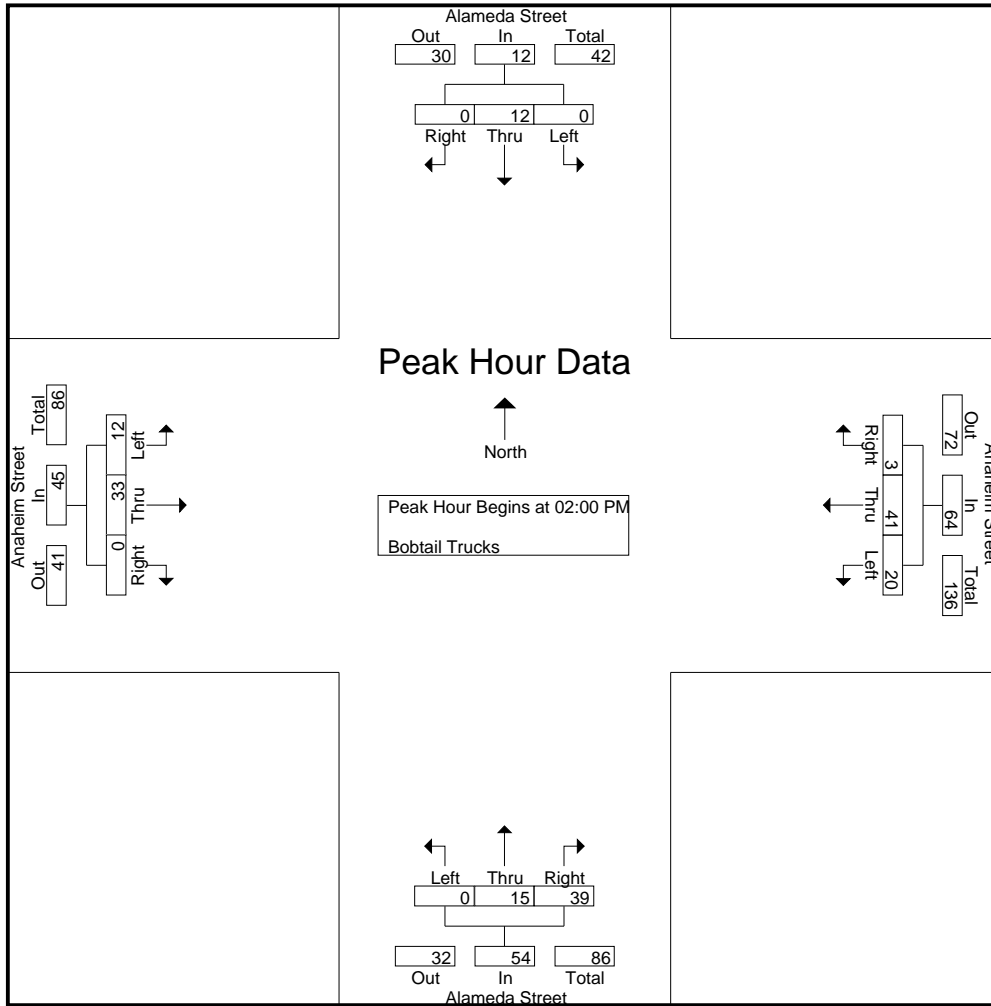
City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

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Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	2	5	0	7	0	2	5	7	3	4	0	7	22
01:15 PM	0	2	0	2	3	3	0	6	0	4	5	9	0	6	0	6	23
01:30 PM	0	3	0	3	5	9	0	14	0	4	11	15	0	6	0	6	38
01:45 PM	0	1	0	1	0	16	1	17	0	6	9	15	2	6	0	8	41
Total	0	7	0	7	10	33	1	44	0	16	30	46	5	22	0	27	124
02:00 PM	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8	38
02:15 PM	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12	53
02:30 PM	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18	52
02:45 PM	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7	32
Total	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45	175
Grand Total	0	19	0	19	30	74	4	108	0	31	69	100	17	55	0	72	299
Apprch %	0	100	0		27.8	68.5	3.7		0	31	69		23.6	76.4	0		
Total %	0	6.4	0	6.4	10	24.7	1.3	36.1	0	10.4	23.1	33.4	5.7	18.4	0	24.1	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8	38
02:15 PM	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12	53
02:30 PM	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18	52
02:45 PM	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7	32
Total Volume	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45	175
% App. Total	0	100	0		31.2	64.1	4.7		0	27.8	72.2		26.7	73.3	0		
PHF	.000	.750	.000	.750	.625	.603	.750	.615	.000	.625	.886	.844	.500	.458	.000	.625	.825



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	2	0	2	2	9	1	12	0	6	10	16	3	5	0	8
+15 mins.	0	4	0	4	8	17	1	26	0	2	9	11	6	6	0	12
+30 mins.	0	4	0	4	7	9	1	17	0	4	9	13	0	18	0	18
+45 mins.	0	2	0	2	3	6	0	9	0	3	11	14	3	4	0	7
Total Volume	0	12	0	12	20	41	3	64	0	15	39	54	12	33	0	45
% App. Total	0	100	0		31.2	64.1	4.7		0	27.8	72.2		26.7	73.3	0	
PHF	.000	.750	.000	.750	.625	.603	.750	.615	.000	.625	.886	.844	.500	.458	.000	.625

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

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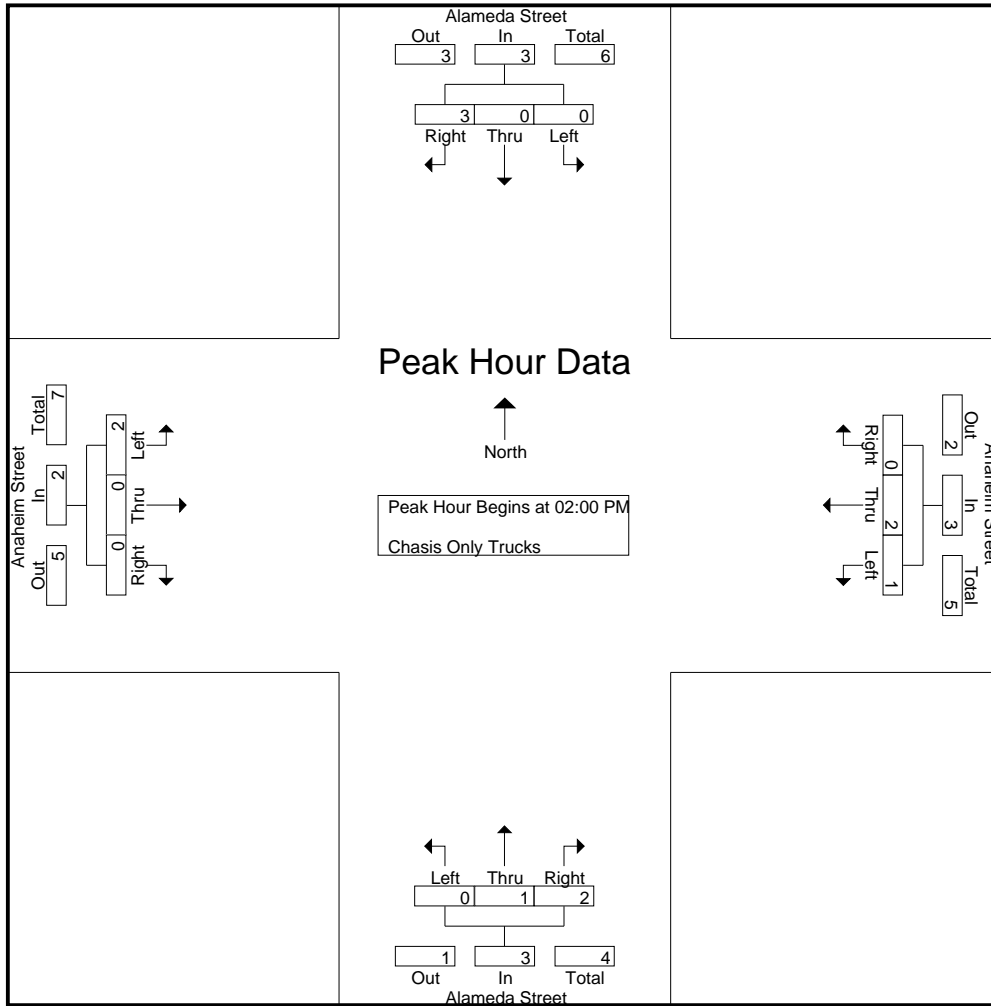
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
01:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
01:30 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45 PM	0	1	6	7	1	0	0	1	0	1	2	3	0	0	0	0	11
Total	0	3	6	9	2	0	0	2	0	1	3	4	0	3	0	3	18
02:00 PM	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
02:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2	11
Grand Total	0	3	9	12	3	2	0	5	0	2	5	7	2	3	0	5	29
Apprch %	0	25	75		60	40	0		0	28.6	71.4		40	60	0		
Total %	0	10.3	31	41.4	10.3	6.9	0	17.2	0	6.9	17.2	24.1	6.9	10.3	0	17.2	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1	5
02:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
02:30 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1	3
02:45 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2	11
% App. Total	0	0	100		33.3	66.7	0		0	33.3	66.7		100	0	0		
PHF	.000	.000	.375	.375	.250	.500	.000	.750	.000	.250	.500	.750	.500	.000	.000	.500	.550

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	2	2	0	1	0	1	0	0	1	1	1	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	1	1	0	1	0	1	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0
Total Volume	0	0	3	3	1	2	0	3	0	1	2	3	2	0	0	2
% App. Total	0	0	100		33.3	66.7	0		0	33.3	66.7		100	0	0	
PHF	.000	.000	.375	.375	.250	.500	.000	.750	.000	.250	.500	.750	.500	.000	.000	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
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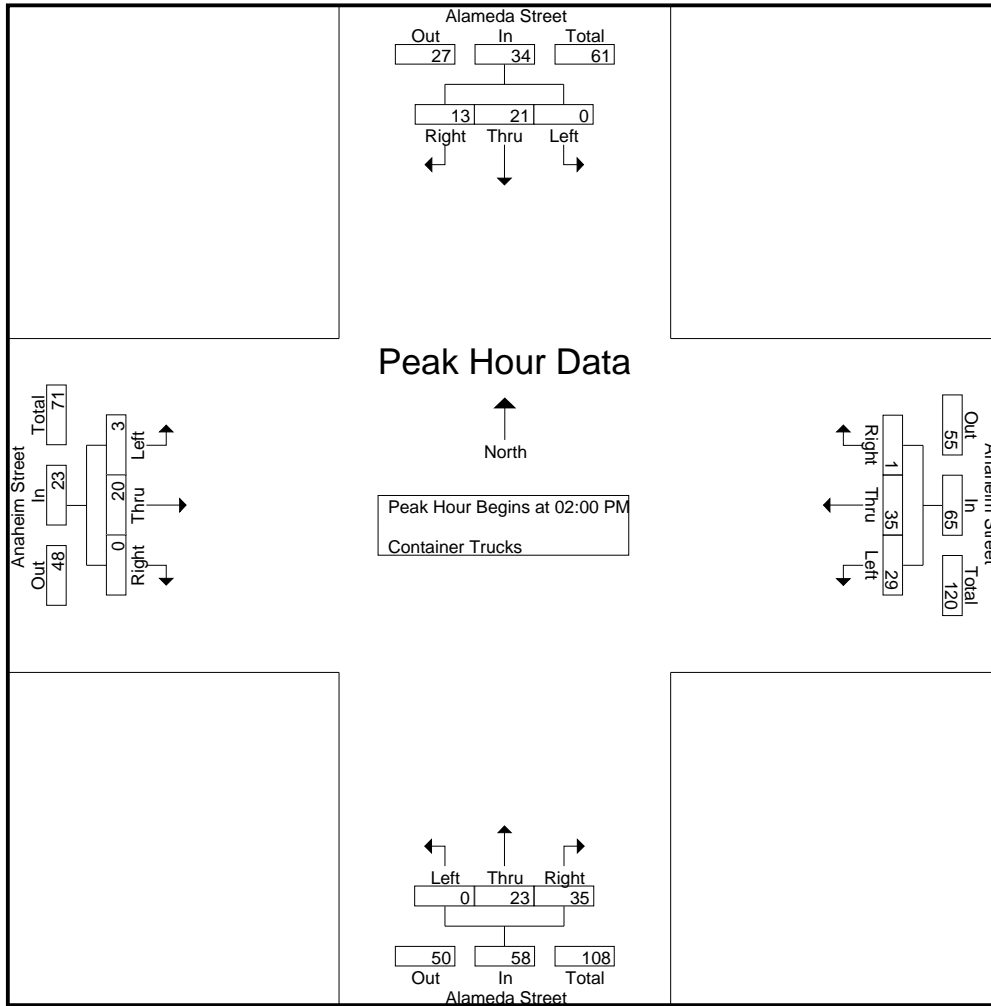
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	5	0	5	2	2	0	4	0	4	6	10	1	9	0	10	29
01:15 PM	0	7	2	9	4	9	0	13	0	5	8	13	0	0	0	0	35
01:30 PM	0	5	5	10	4	2	0	6	0	6	10	16	0	8	0	8	40
01:45 PM	0	4	2	6	2	5	1	8	0	7	15	22	0	7	0	7	43
Total	0	21	9	30	12	18	1	31	0	22	39	61	1	24	0	25	147
02:00 PM	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5	38
02:15 PM	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5	34
02:30 PM	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3	46
02:45 PM	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10	62
Total	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23	180
Grand Total	0	42	22	64	41	53	2	96	0	45	74	119	4	44	0	48	327
Apprch %	0	65.6	34.4		42.7	55.2	2.1		0	37.8	62.2		8.3	91.7	0		
Total %	0	12.8	6.7	19.6	12.5	16.2	0.6	29.4	0	13.8	22.6	36.4	1.2	13.5	0	14.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5	38
02:15 PM	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5	34
02:30 PM	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3	46
02:45 PM	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10	62
Total Volume	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23	180
% App. Total	0	61.8	38.2		44.6	53.8	1.5		0	39.7	60.3		13	87	0		
PHF	.000	.438	.650	.531	.806	.795	.250	.774	.000	.821	.625	.690	.750	.556	.000	.575	.726

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	1	1	2	9	9	0	18	0	3	10	13	1	4	0	5
+15 mins.	0	3	3	6	3	8	0	11	0	6	6	12	1	4	0	5
+30 mins.	0	12	4	16	8	7	0	15	0	7	5	12	0	3	0	3
+45 mins.	0	5	5	10	9	11	1	21	0	7	14	21	1	9	0	10
Total Volume	0	21	13	34	29	35	1	65	0	23	35	58	3	20	0	23
% App. Total	0	61.8	38.2		44.6	53.8	1.5		0	39.7	60.3		13	87	0	
PHF	.000	.438	.650	.531	.806	.795	.250	.774	.000	.821	.625	.690	.750	.556	.000	.575

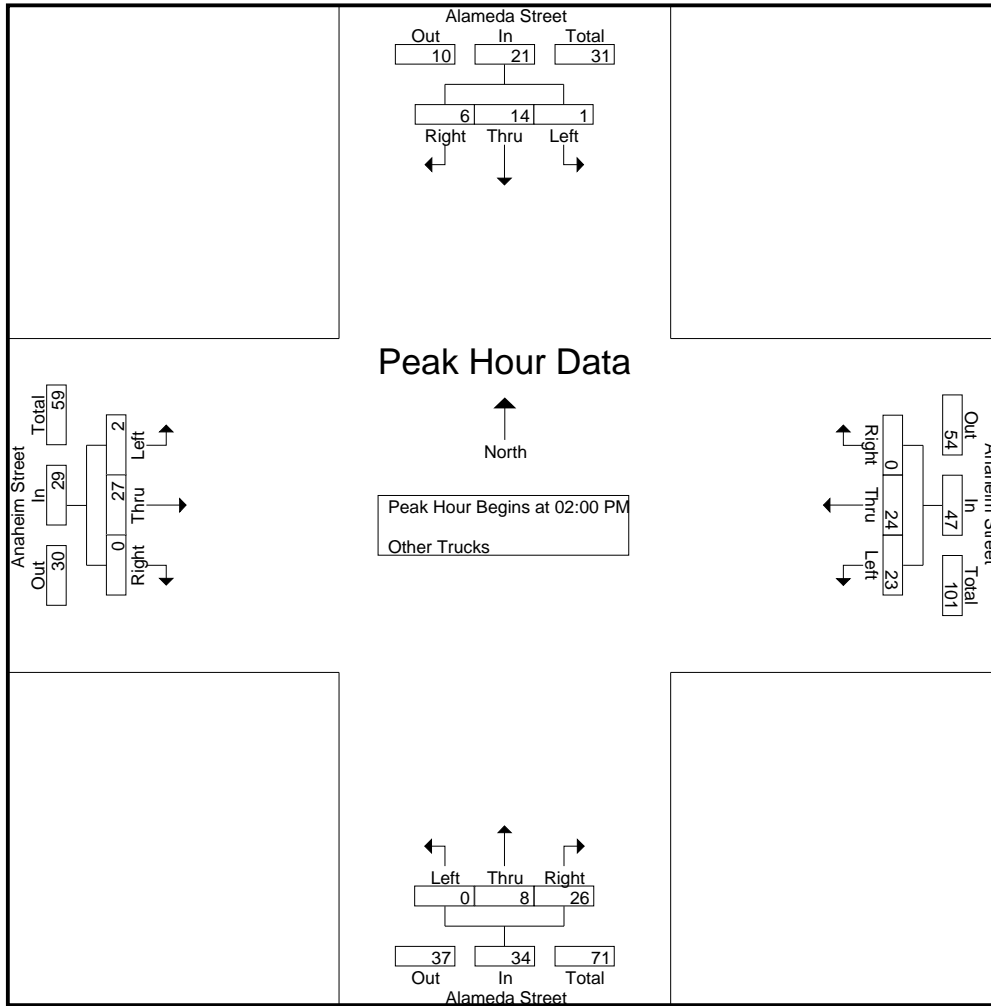
City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	4	1	6	3	6	0	9	0	4	9	13	2	2	0	4	32
01:15 PM	0	1	1	2	6	3	0	9	0	1	7	8	2	4	0	6	25
01:30 PM	0	1	1	2	8	6	0	14	0	2	13	15	0	8	0	8	39
01:45 PM	0	2	3	5	6	3	0	9	0	0	4	4	1	4	0	5	23
Total	1	8	6	15	23	18	0	41	0	7	33	40	5	18	0	23	119
02:00 PM	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10	37
02:15 PM	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7	29
02:30 PM	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9	41
02:45 PM	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3	24
Total	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29	131
Grand Total	2	22	12	36	46	42	0	88	0	15	59	74	7	45	0	52	250
Apprch %	5.6	61.1	33.3		52.3	47.7	0		0	20.3	79.7		13.5	86.5	0		
Total %	0.8	8.8	4.8	14.4	18.4	16.8	0	35.2	0	6	23.6	29.6	2.8	18	0	20.8	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10	37
02:15 PM	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7	29
02:30 PM	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9	41
02:45 PM	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3	24
Total Volume	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29	131
% App. Total	4.8	66.7	28.6		48.9	51.1	0		0	23.5	76.5		6.9	93.1	0		
PHF	.250	.500	.375	.583	.821	.600	.000	.734	.000	.667	.650	.654	.500	.675	.000	.725	.799



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	7	0	7	6	10	0	16	0	2	2	4	0	10	0	10
+15 mins.	0	2	1	3	6	6	0	12	0	2	5	7	1	6	0	7
+30 mins.	1	4	4	9	7	3	0	10	0	3	10	13	1	8	0	9
+45 mins.	0	1	1	2	4	5	0	9	0	1	9	10	0	3	0	3
Total Volume	1	14	6	21	23	24	0	47	0	8	26	34	2	27	0	29
% App. Total	4.8	66.7	28.6		48.9	51.1	0		0	23.5	76.5		6.9	93.1	0	
PHF	.250	.500	.375	.583	.821	.600	.000	.734	.000	.667	.650	.654	.500	.675	.000	.725

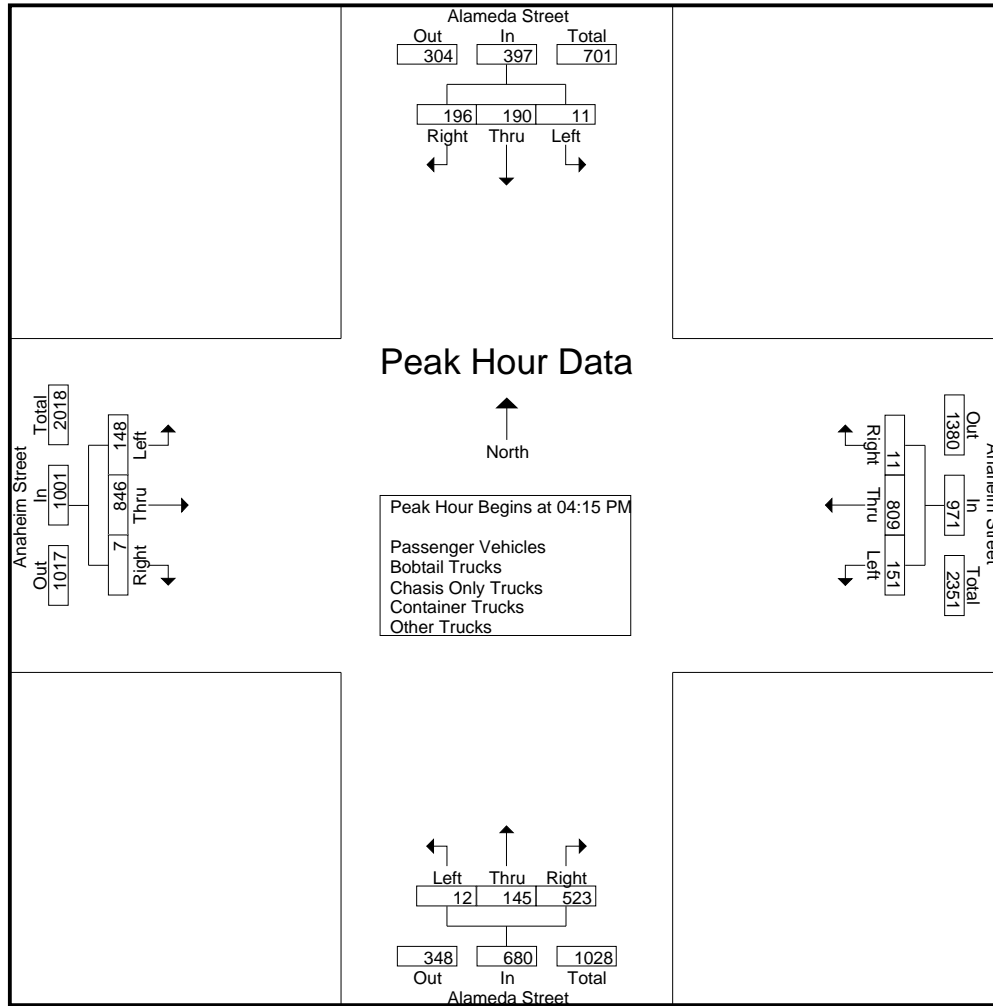
City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	49	36	87	52	176	3	231	2	38	102	142	30	184	0	214	674
04:15 PM	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215	727
04:30 PM	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235	750
04:45 PM	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242	821
Total	9	206	188	403	180	823	9	1012	9	153	489	651	142	761	3	906	2972
05:00 PM	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309	751
05:15 PM	3	38	54	95	27	133	2	162	2	21	95	118	28	257	1	286	661
05:30 PM	3	33	41	77	11	147	3	161	1	16	71	88	19	203	0	222	548
05:45 PM	3	28	30	61	11	109	2	122	2	11	49	62	24	159	0	183	428
Total	13	132	169	314	72	551	12	635	10	78	351	439	107	888	5	1000	2388
Grand Total	22	338	357	717	252	1374	21	1647	19	231	840	1090	249	1649	8	1906	5360
Apprch %	3.1	47.1	49.8		15.3	83.4	1.3		1.7	21.2	77.1		13.1	86.5	0.4		
Total %	0.4	6.3	6.7	13.4	4.7	25.6	0.4	30.7	0.4	4.3	15.7	20.3	4.6	30.8	0.1	35.6	
Passenger Vehicles	21	217	302	540	158	1225	14	1397	17	161	670	848	233	1516	8	1757	4542
% Passenger Vehicles	95.5	64.2	84.6	75.3	62.7	89.2	66.7	84.8	89.5	69.7	79.8	77.8	93.6	91.9	100	92.2	84.7
Bobtail Trucks	0	57	25	82	42	85	4	131	1	35	51	87	9	69	0	78	378
% Bobtail Trucks	0	16.9	7	11.4	16.7	6.2	19	8	5.3	15.2	6.1	8	3.6	4.2	0	4.1	7.1
Chasis Only Trucks	0	3	4	7	3	3	0	6	0	1	3	4	0	6	0	6	23
% Chasis Only Trucks	0	0.9	1.1	1	1.2	0.2	0	0.4	0	0.4	0.4	0.4	0	0.4	0	0.3	0.4
Container Trucks	1	40	13	54	29	41	2	72	0	30	75	105	2	44	0	46	277
% Container Trucks	4.5	11.8	3.6	7.5	11.5	3	9.5	4.4	0	13	8.9	9.6	0.8	2.7	0	2.4	5.2
Other Trucks	0	21	13	34	20	20	1	41	1	4	41	46	5	14	0	19	140
% Other Trucks	0	6.2	3.6	4.7	7.9	1.5	4.8	2.5	5.3	1.7	4.9	4.2	2	0.8	0	1	2.6

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215	727
04:30 PM	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235	750
04:45 PM	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242	821
05:00 PM	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309	751
Total Volume	11	190	196	397	151	809	11	971	12	145	523	680	148	846	7	1001	3049
% App. Total	2.8	47.9	49.4		15.6	83.3	1.1		1.8	21.3	76.9		14.8	84.5	0.7		
PHF	.688	.819	.803	.911	.619	.895	.550	.916	.600	.863	.747	.794	.902	.786	.438	.810	.928



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	54	48	104	61	196	3	260	2	42	104	148	32	182	1	215
+15 mins.	2	58	43	103	38	226	1	265	1	38	108	147	39	195	1	235
+30 mins.	3	45	61	109	29	225	2	256	4	35	175	214	41	200	1	242
+45 mins.	4	33	44	81	23	162	5	190	5	30	136	171	36	269	4	309
Total Volume	11	190	196	397	151	809	11	971	12	145	523	680	148	846	7	1001
% App. Total	2.8	47.9	49.4		15.6	83.3	1.1		1.8	21.3	76.9		14.8	84.5	0.7	
PHF	.688	.819	.803	.911	.619	.895	.550	.916	.600	.863	.747	.794	.902	.786	.438	.810

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

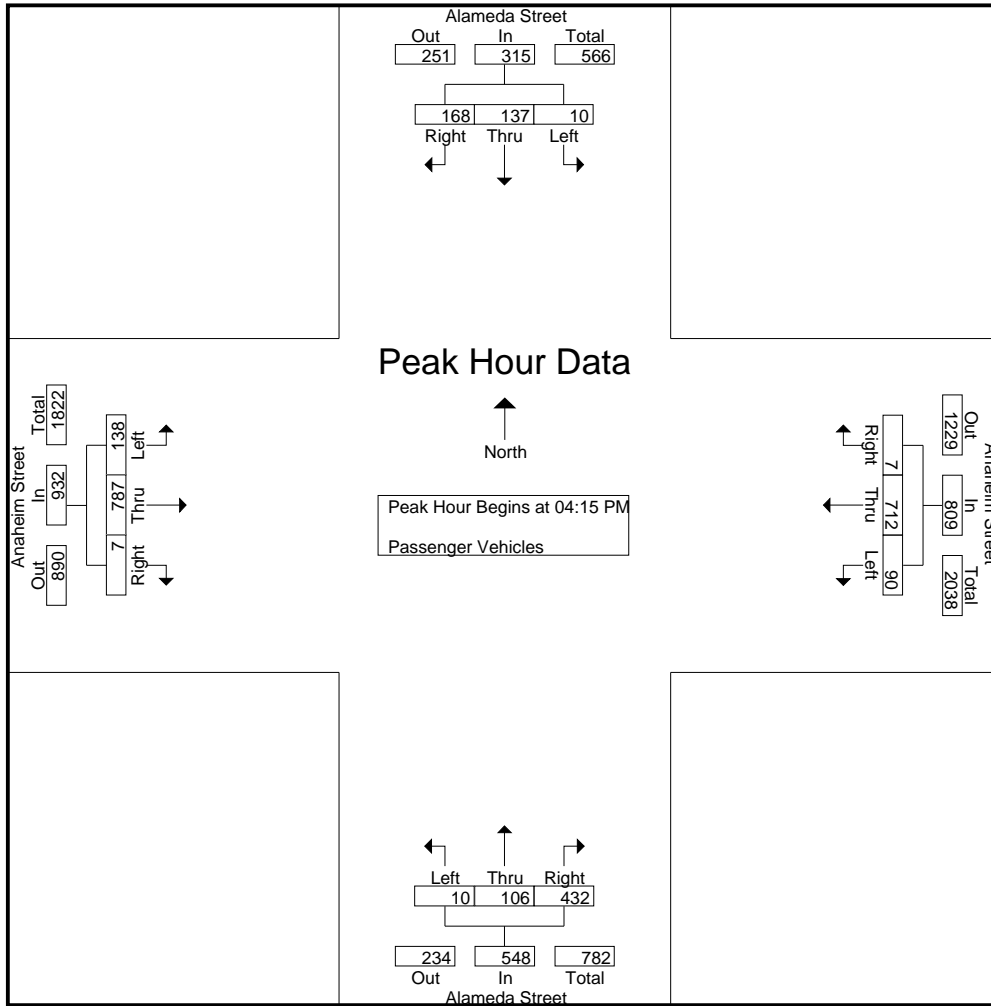
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	36	25	63	36	146	1	183	2	24	71	97	26	171	0	197	540
04:15 PM	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198	589
04:30 PM	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218	623
04:45 PM	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230	726
Total	8	157	154	319	113	702	4	819	8	104	385	497	130	710	3	843	2478
05:00 PM	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286	666
05:15 PM	3	15	48	66	16	127	2	145	2	17	77	96	27	225	1	253	560
05:30 PM	3	17	36	56	9	139	3	151	1	8	54	63	18	191	0	209	479
05:45 PM	3	12	25	40	7	101	1	109	2	6	36	44	24	142	0	166	359
Total	13	60	148	221	45	523	10	578	9	57	285	351	103	806	5	914	2064
Grand Total	21	217	302	540	158	1225	14	1397	17	161	670	848	233	1516	8	1757	4542
Apprch %	3.9	40.2	55.9		11.3	87.7	1		2	19	79		13.3	86.3	0.5		
Total %	0.5	4.8	6.6	11.9	3.5	27	0.3	30.8	0.4	3.5	14.8	18.7	5.1	33.4	0.2	38.7	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198	589
04:30 PM	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218	623
04:45 PM	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230	726
05:00 PM	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286	666
Total Volume	10	137	168	315	90	712	7	809	10	106	432	548	138	787	7	932	2604
% App. Total	3.2	43.5	53.3		11.1	88	0.9		1.8	19.3	78.8		14.8	84.4	0.8		
PHF	.625	.745	.840	.895	.682	.894	.438	.907	.625	.981	.697	.741	.932	.793	.438	.815	.897

City of Long Beach
 N/S: Alameda Street
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	39	40	81	33	165	2	200	2	27	81	110	30	167	1	198
+15 mins.	2	46	39	87	21	192	0	213	1	26	78	105	37	180	1	218
+30 mins.	2	36	50	88	23	199	1	223	3	27	155	185	37	192	1	230
+45 mins.	4	16	39	59	13	156	4	173	4	26	118	148	34	248	4	286
Total Volume	10	137	168	315	90	712	7	809	10	106	432	548	138	787	7	932
% App. Total	3.2	43.5	53.3		11.1	88	0.9		1.8	19.3	78.8		14.8	84.4	0.8	
PHF	.625	.745	.840	.895	.682	.894	.438	.907	.625	.981	.697	.741	.932	.793	.438	.815

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
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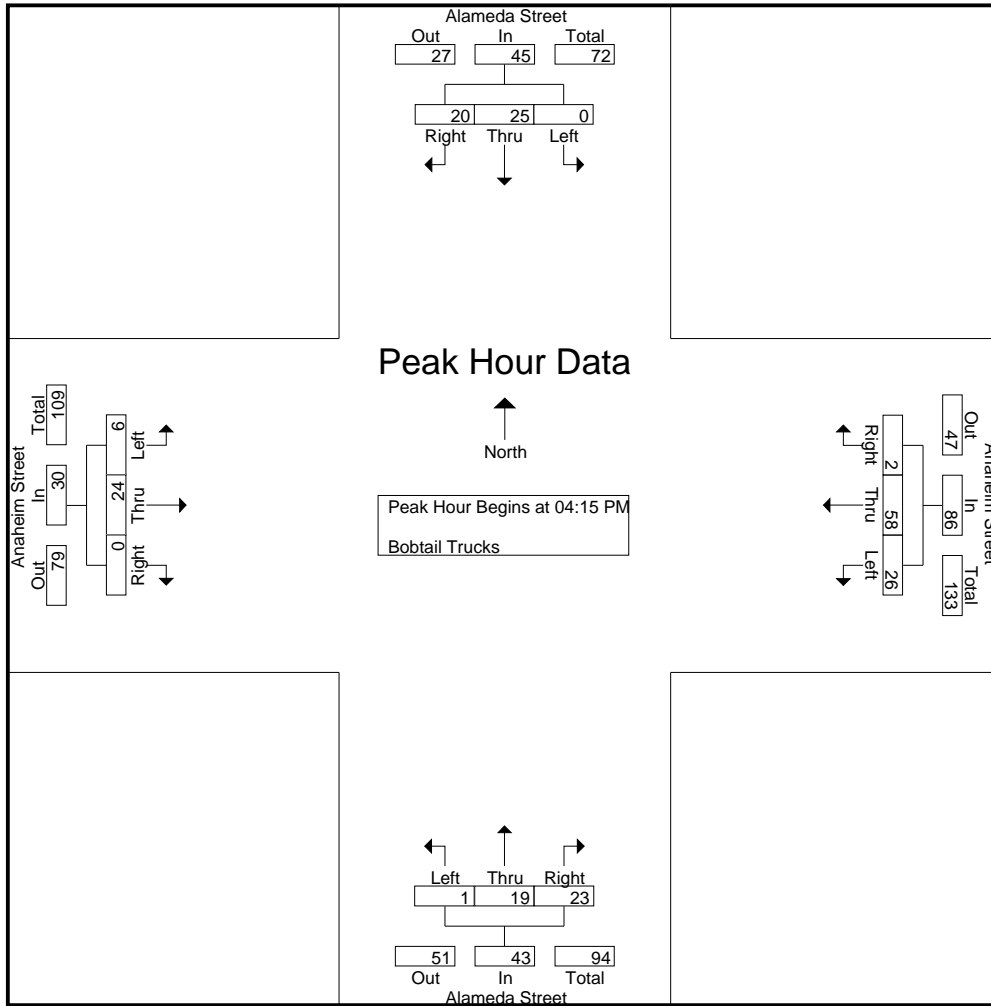
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	2	6	5	16	2	23	0	6	12	18	2	2	0	4	51
04:15 PM	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7	53
04:30 PM	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9	63
04:45 PM	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5	49
Total	0	17	18	35	27	71	4	102	1	24	29	54	8	17	0	25	216
05:00 PM	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9	39
05:15 PM	0	14	1	15	8	2	0	10	0	4	5	9	1	23	0	24	58
05:30 PM	0	11	1	12	1	5	0	6	0	4	7	11	0	6	0	6	35
05:45 PM	0	3	1	4	2	4	0	6	0	2	4	6	0	14	0	14	30
Total	0	40	7	47	15	14	0	29	0	11	22	33	1	52	0	53	162
Grand Total	0	57	25	82	42	85	4	131	1	35	51	87	9	69	0	78	378
Apprch %	0	69.5	30.5		32.1	64.9	3.1		1.1	40.2	58.6		11.5	88.5	0		
Total %	0	15.1	6.6	21.7	11.1	22.5	1.1	34.7	0.3	9.3	13.5	23	2.4	18.3	0	20.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7	53
04:30 PM	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9	63
04:45 PM	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5	49
05:00 PM	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9	39
Total Volume	0	25	20	45	26	58	2	86	1	19	23	43	6	24	0	30	204
% App. Total	0	55.6	44.4		30.2	67.4	2.3		2.3	44.2	53.5		20	80	0		
PHF	.000	.521	.556	.703	.591	.659	.500	.694	.250	.528	.639	.717	.500	.667	.000	.833	.810

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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	3	3	6	11	13	1	25	0	9	6	15	1	6	0	7
+15 mins.	0	5	4	9	10	20	1	31	0	5	9	14	2	7	0	9
+30 mins.	0	5	9	14	1	22	0	23	1	4	2	7	3	2	0	5
+45 mins.	0	12	4	16	4	3	0	7	0	1	6	7	0	9	0	9
Total Volume	0	25	20	45	26	58	2	86	1	19	23	43	6	24	0	30
% App. Total	0	55.6	44.4		30.2	67.4	2.3		2.3	44.2	53.5		20	80	0	
PHF	.000	.521	.556	.703	.591	.659	.500	.694	.250	.528	.639	.717	.500	.667	.000	.833

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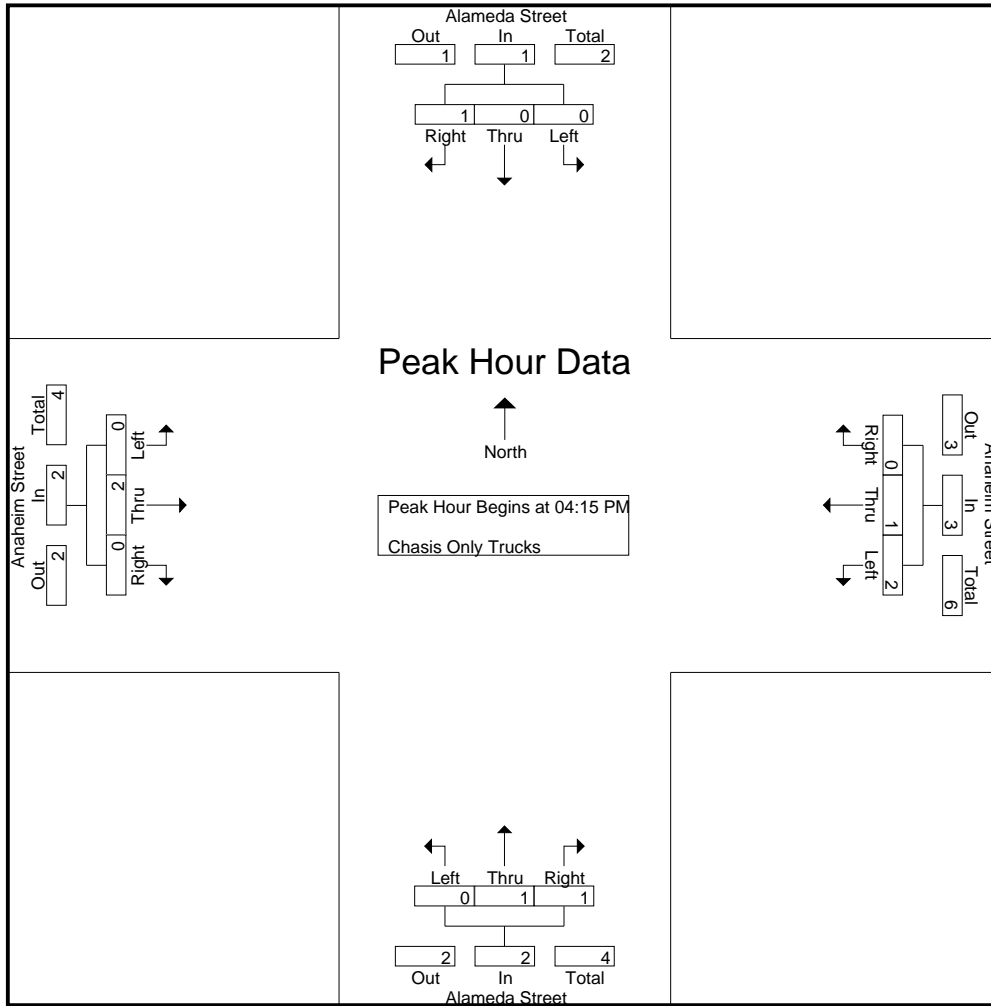
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	2	4	1	2	0	3	0	0	0	0	0	2	0	2	9
04:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
Total	0	2	3	5	3	3	0	6	0	1	1	2	0	4	0	4	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	2	0	2	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	2	2	0	2	0	2	6
Grand Total	0	3	4	7	3	3	0	6	0	1	3	4	0	6	0	6	23
Apprch %	0	42.9	57.1		50	50	0		0	25	75		0	100	0		
Total %	0	13	17.4	30.4	13	13	0	26.1	0	4.3	13	17.4	0	26.1	0	26.1	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	2	1	0	3	0	1	1	2	0	2	0	2	8
% App. Total	0	0	100		66.7	33.3	0		0	50	50		0	100	0		
PHF	.000	.000	.250	.250	.500	.250	.000	.375	.000	.250	.250	.500	.000	.500	.000	.500	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	1	1	1	0	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	2	1	0	3	0	1	1	2	0	2	0	2
% App. Total	0	0	100		66.7	33.3	0		0	50	50		0	100	0	
PHF	.000	.000	.250	.250	.500	.250	.000	.375	.000	.250	.250	.500	.000	.500	.000	.500

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

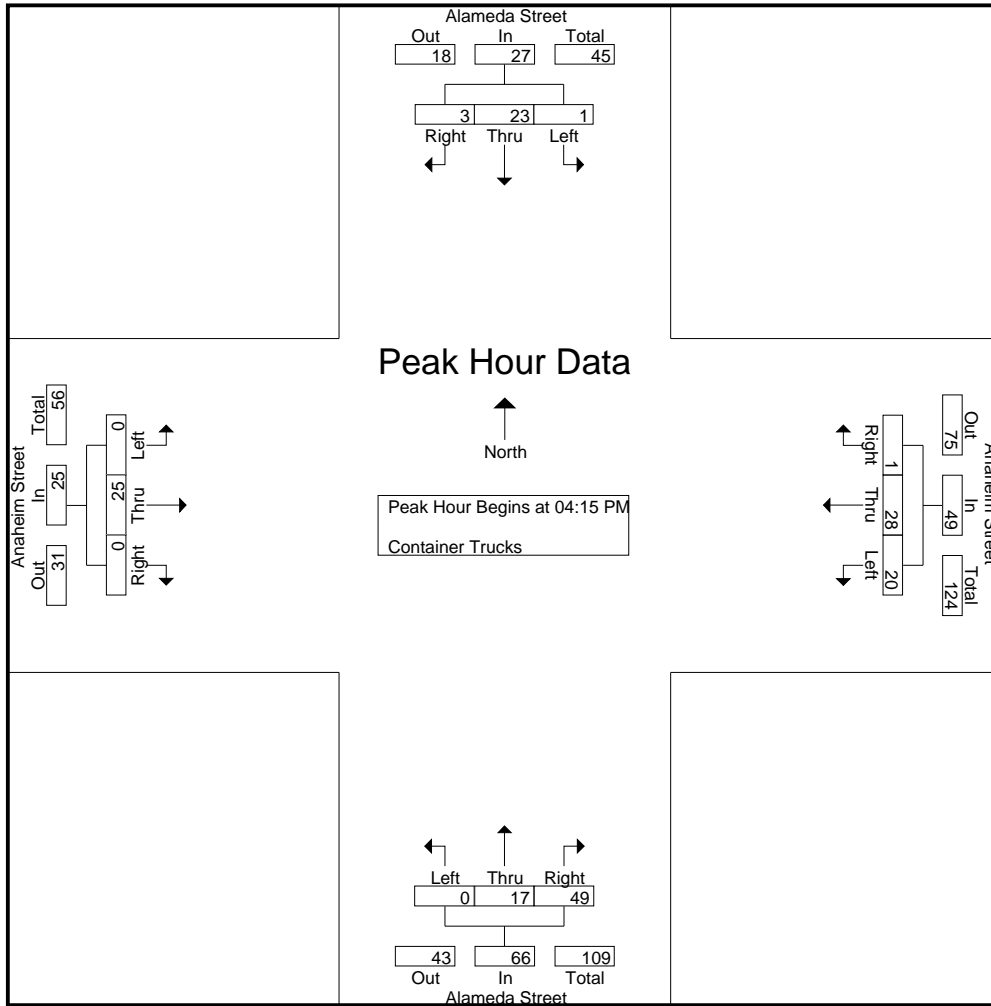
Groups Printed- Container Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	5	10	7	4	0	11	0	7	11	18	1	5	0	6	45
04:15 PM	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7	65
04:30 PM	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6	43
04:45 PM	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2	26
Total	1	25	8	34	23	29	0	52	0	21	51	72	1	20	0	21	179
05:00 PM	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10	33
05:15 PM	0	4	2	6	1	3	0	4	0	0	7	7	0	5	0	5	22
05:30 PM	0	2	2	4	1	2	0	3	0	3	4	7	1	6	0	7	21
05:45 PM	0	6	1	7	0	4	1	5	0	3	4	7	0	3	0	3	22
Total	0	15	5	20	6	12	2	20	0	9	24	33	1	24	0	25	98
Grand Total	1	40	13	54	29	41	2	72	0	30	75	105	2	44	0	46	277
Apprch %	1.9	74.1	24.1		40.3	56.9	2.8		0	28.6	71.4		4.3	95.7	0		
Total %	0.4	14.4	4.7	19.5	10.5	14.8	0.7	26	0	10.8	27.1	37.9	0.7	15.9	0	16.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7	65
04:30 PM	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6	43
04:45 PM	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2	26
05:00 PM	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10	33
Total Volume	1	23	3	27	20	28	1	49	0	17	49	66	0	25	0	25	167
% App. Total	3.7	85.2	11.1		40.8	57.1	2		0	25.8	74.2		0	100	0		
PHF	.250	.523	.250	.482	.417	.583	.250	.510	.000	.708	.875	.825	.000	.625	.000	.625	.642

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	11	3	14	12	12	0	24	0	6	14	20	0	7	0	7
+15 mins.	0	5	0	5	3	10	0	13	0	5	14	19	0	6	0	6
+30 mins.	1	4	0	5	1	3	0	4	0	3	12	15	0	2	0	2
+45 mins.	0	3	0	3	4	3	1	8	0	3	9	12	0	10	0	10
Total Volume	1	23	3	27	20	28	1	49	0	17	49	66	0	25	0	25
% App. Total	3.7	85.2	11.1		40.8	57.1	2		0	25.8	74.2		0	100	0	
PHF	.250	.523	.250	.482	.417	.583	.250	.510	.000	.708	.875	.825	.000	.625	.000	.625

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

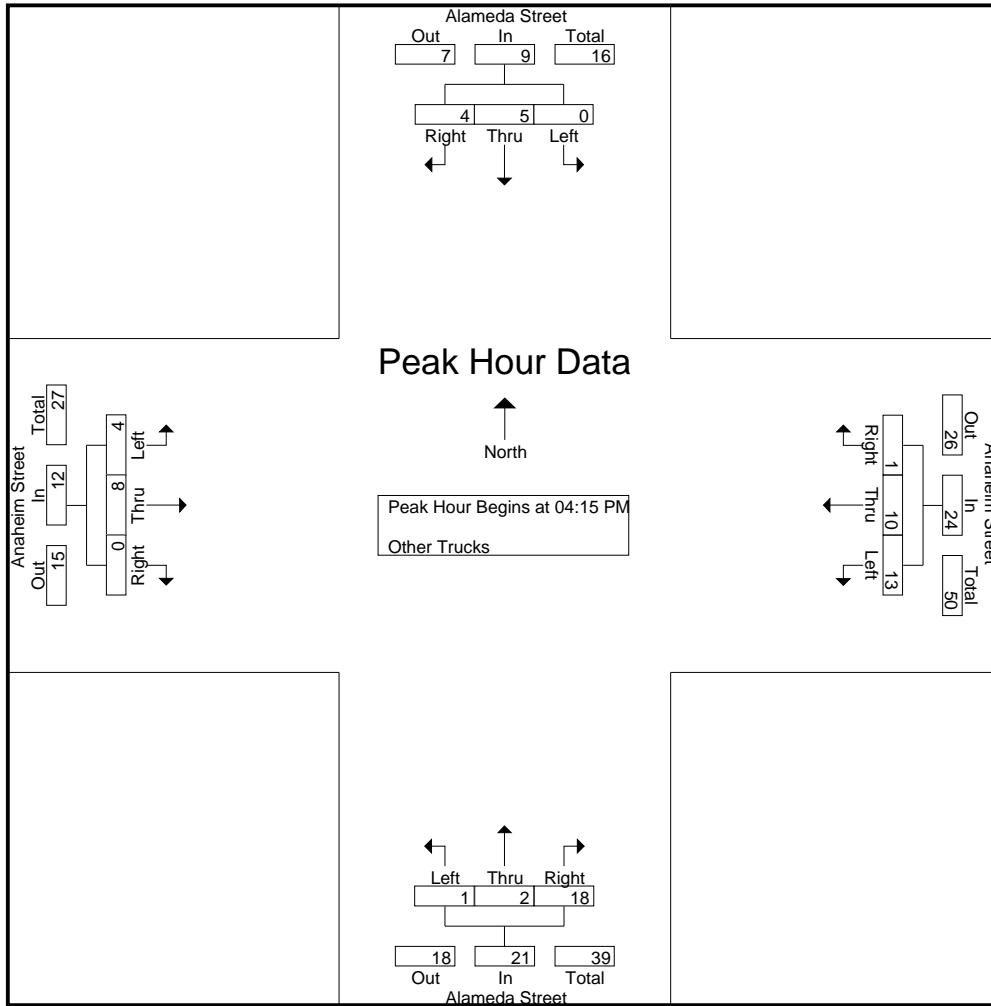
Groups Printed- Other Trucks

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	2	4	3	8	0	11	0	1	8	9	1	4	0	5	29
04:15 PM	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2	16
04:30 PM	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2	20
04:45 PM	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4	17
Total	0	5	5	10	14	18	1	33	0	3	23	26	3	10	0	13	82
05:00 PM	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4	13
05:15 PM	0	4	3	7	2	1	0	3	0	0	5	5	0	2	0	2	17
05:30 PM	0	3	2	5	0	1	0	1	0	1	5	6	0	0	0	0	12
05:45 PM	0	7	2	9	2	0	0	2	0	0	5	5	0	0	0	0	16
Total	0	16	8	24	6	2	0	8	1	1	18	20	2	4	0	6	58
Grand Total	0	21	13	34	20	20	1	41	1	4	41	46	5	14	0	19	140
Apprch %	0	61.8	38.2		48.8	48.8	2.4		2.2	8.7	89.1		26.3	73.7	0		
Total %	0	15	9.3	24.3	14.3	14.3	0.7	29.3	0.7	2.9	29.3	32.9	3.6	10	0	13.6	

Start Time	Alameda Street Southbound				Anaheim Street Westbound				Alameda Street Northbound				Anaheim Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2	16
04:30 PM	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2	20
04:45 PM	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4	17
05:00 PM	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4	13
Total Volume	0	5	4	9	13	10	1	24	1	2	18	21	4	8	0	12	66
% App. Total	0	55.6	44.4		54.2	41.7	4.2		4.8	9.5	85.7		33.3	66.7	0		
PHF	.000	.625	.500	.750	.813	.500	.250	.667	.250	.500	.643	.656	.500	.667	.000	.750	.825

City of Long Beach
 N/S: Alameda Street
 E/W: Anaheim Street
 Weather: Sunny

File Name : LBCALANPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	2	3	4	5	0	9	0	0	2	2	1	1	0	2
+15 mins.	0	2	0	2	4	4	0	8	0	1	7	8	0	2	0	2
+30 mins.	0	0	1	1	3	1	1	5	0	1	6	7	1	3	0	4
+45 mins.	0	2	1	3	2	0	0	2	1	0	3	4	2	2	0	4
Total Volume	0	5	4	9	13	10	1	24	1	2	18	21	4	8	0	12
% App. Total	0	55.6	44.4		54.2	41.7	4.2		4.8	9.5	85.7		33.3	66.7	0	
PHF	.000	.625	.500	.750	.813	.500	.250	.667	.250	.500	.643	.656	.500	.667	.000	.750

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAAM.ppd

Start Date: 2/29/2012

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford/SR-47-SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	10	47	1	0	2	2	1	0	9	5	4	0	10	0	3	0
07:15 AM	10	70	8	0	1	0	0	1	3	4	12	0	12	0	4	0
07:30 AM	17	47	10	0	0	2	1	0	5	4	11	2	3	1	5	1
07:45 AM	16	23	7	0	3	0	3	1	2	7	8	1	8	0	1	0
08:00 AM	7	19	11	0	5	0	0	0	2	8	3	1	4	0	2	1
08:15 AM	5	9	11	0	1	0	0	0	0	15	3	1	5	0	3	0
08:30 AM	5	12	10	0	3	0	1	0	5	13	8	2	6	1	2	0
08:45 AM	4	14	10	0	4	0	0	0	4	11	5	1	13	0	4	1

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAAM.ppd

Start Date: 2/29/2012

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford/SR-47-SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	3	4	0	0	0	0	0	0	0	0	2	5	0	0	0	0
07:15 AM	10	12	0	0	0	0	0	1	0	1	1	1	0	0	0	1
07:30 AM	4	12	0	0	0	0	0	0	0	1	0	1	0	0	0	1
07:45 AM	9	17	0	0	0	0	0	1	0	3	0	0	0	0	0	1
08:00 AM	4	18	0	0	0	0	0	1	0	0	0	0	0	0	0	1
08:15 AM	7	12	0	0	0	0	4	0	0	2	4	1	0	0	0	0
08:30 AM	8	10	0	0	5	0	3	1	0	3	2	1	0	0	0	0
08:45 AM	6	13	0	0	3	0	11	1	0	4	5	0	0	0	0	0

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAAM.ppd

Start Date: 2/29/2012

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford/SR-47-SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
08:15 AM	2	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	3	3	0	0	7	0	2	0	0	0	0	0	0	0	0	0
08:45 AM	3	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAAM.ppd

Start Date: 2/29/2012

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford/SR-47-SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
07:15 AM	6	6	0	1	0	0	0	0	0	0	0	1	0	0	0	0
07:30 AM	5	11	0	5	0	0	0	0	0	1	0	1	0	0	0	2
07:45 AM	1	8	0	0	0	0	0	0	0	1	2	1	0	0	0	0
08:00 AM	1	9	0	0	0	0	0	0	0	0	1	0	0	0	0	3
08:15 AM	6	14	0	0	0	0	1	2	0	1	3	0	0	0	0	1
08:30 AM	5	11	0	0	0	0	5	0	0	3	0	0	0	0	0	0
08:45 AM	4	9	0	1	0	0	10	1	0	4	1	2	0	0	0	2

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAAM.ppd

Start Date: 2/29/2012

Start Time: 7:00:00 AM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford/SR-47-SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
07:00 AM	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0
07:15 AM	0	1	1	0	1	1	0	0	1	0	0	1	1	0	0	0
07:30 AM	0	1	5	0	0	0	0	0	1	2	0	1	1	1	2	0
07:45 AM	0	3	0	0	1	1	0	0	0	1	0	1	1	0	0	0
08:00 AM	0	4	0	0	1	0	0	0	0	1	0	0	1	1	3	0
08:15 AM	0	3	0	0	0	0	0	2	1	1	0	0	0	0	1	0
08:30 AM	1	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0
08:45 AM	1	1	1	0	1	0	0	1	0	1	0	2	0	1	2	0

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAMD.ppd

Start Date: 2/29/2012

Start Time: 1:00:00 PM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Hendry Ford /SR-47 SR-103 SB Ramps

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
01:00 PM	2	3	2	0	3	0	0	0	2	2	0	0	1	1	2	0
01:15 PM	1	0	0	0	0	0	1	0	1	0	2	0	2	0	2	0
01:30 PM	0	2	1	0	0	1	2	0	1	3	2	0	1	0	1	0
01:45 PM	1	0	0	0	1	0	1	0	1	1	0	0	0	0	1	0
02:00 PM	0	3	0	0	0	0	0	0	0	2	1	0	3	0	0	0
02:15 PM	0	2	1	0	3	0	0	0	0	0	1	0	2	0	2	0
02:30 PM	0	0	2	0	3	0	1	0	2	2	0	0	0	0	2	0
02:45 PM	0	1	0	0	1	0	0	0	1	3	0	0	2	0	1	0

File Name: C:\Program Files\Jamar\12Q1\POLB\LBCHFAPM.ppd

Start Date: 2/29/2012

Start Time: 4:00:00 PM

Site Code: 00000001

Comment 1: City of Long Beach

Comment 2: N/S: Henry Ford Avenue SR-47 SR-103 SB R

Comment 3: E/W: Pier A Way

Comment 4: Weather: Sunny

Start Time	Henry Ford Avenue Southbound				Pier A Way Westbound				SR-47/SR-103 SB Ramps Northbound				Henry Ford Avenue Eastbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
04:00 PM	0	3	0	0	1	0	0	0	1	2	2	0	0	0	0	0
04:15 PM	0	0	0	0	2	1	0	0	0	2	0	0	1	0	0	0
04:30 PM	0	2	3	0	0	0	0	0	0	0	2	0	0	0	0	0
04:45 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69	168
07:15 AM	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57	158
07:30 AM	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71	182
07:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125	200
Total	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322	708
08:00 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	103	0	103	168
08:15 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	71	0	71	126
08:30 AM	0	0	0	0	0	55	0	55	0	0	0	0	0	69	0	69	124
08:45 AM	0	0	0	0	0	42	0	42	0	0	0	0	0	70	0	70	112
Total	0	0	0	0	0	217	0	217	0	0	0	0	0	313	0	313	530
Grand Total	0	0	0	0	0	603	0	603	0	0	0	0	0	635	0	635	1238
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	48.7	0	48.7	0	0	0	0	0	51.3	0	51.3	
Passenger Vehicles	0	0	0	0	0	519	0	519	0	0	0	0	0	566	0	566	1085
% Passenger Vehicles	0	0	0	0	0	86.1	0	86.1	0	0	0	0	0	89.1	0	89.1	87.6
Bobtail Trucks	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
% Bobtail Trucks	0	0	0	0	0	4.1	0	4.1	0	0	0	0	0	3.1	0	3.1	3.6
Chasis Only Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.5	0	0.5	0.3
Container Trucks	0	0	0	0	0	34	0	34	0	0	0	0	0	27	0	27	61
% Container Trucks	0	0	0	0	0	5.6	0	5.6	0	0	0	0	0	4.3	0	4.3	4.9
Other Trucks	0	0	0	0	0	24	0	24	0	0	0	0	0	19	0	19	43
% Other Trucks	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	3.5

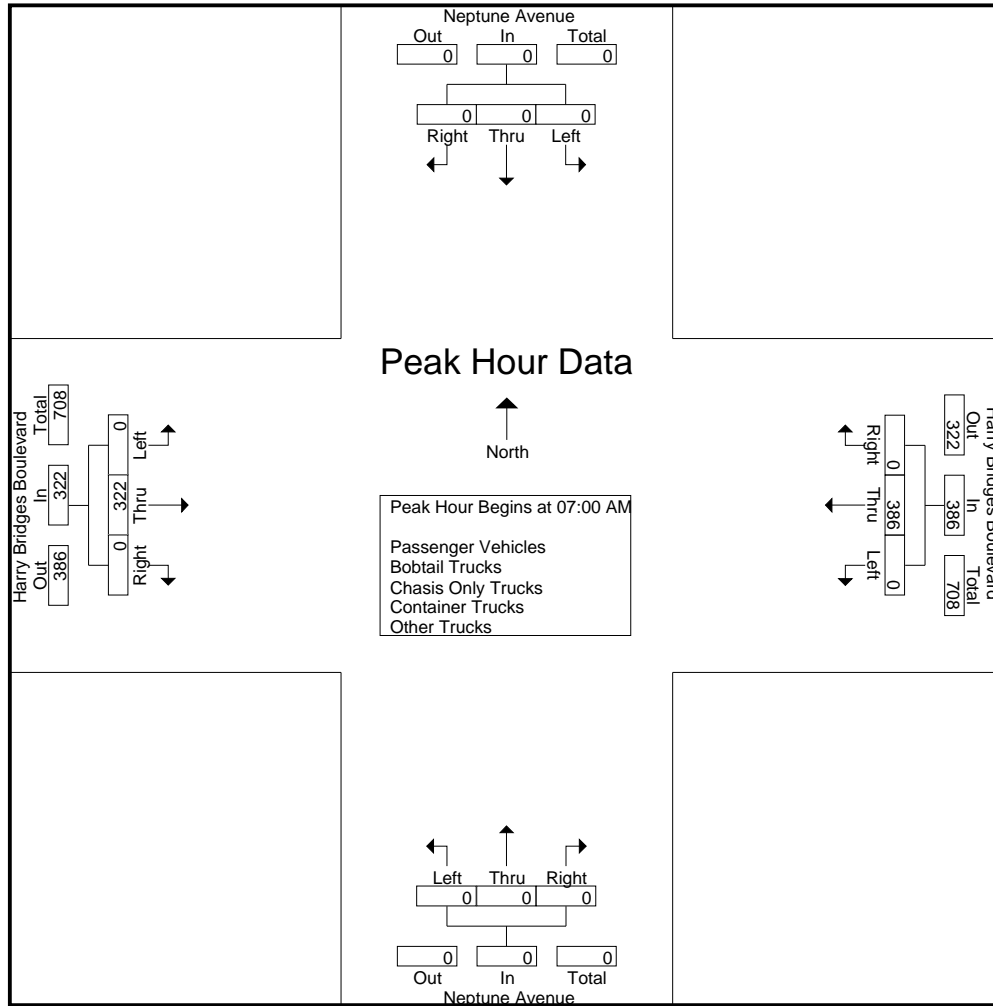
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69	168
07:15 AM	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57	158
07:30 AM	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71	182
07:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125	200
Total Volume	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322	708
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.869	.000	.869	.000	.000	.000	.000	.000	.644	.000	.644	.885

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	99	0	99	0	0	0	0	0	69	0	69
+15 mins.	0	0	0	0	0	101	0	101	0	0	0	0	0	57	0	57
+30 mins.	0	0	0	0	0	111	0	111	0	0	0	0	0	71	0	71
+45 mins.	0	0	0	0	0	75	0	75	0	0	0	0	0	125	0	125
Total Volume	0	0	0	0	0	386	0	386	0	0	0	0	0	322	0	322
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.869	.000	.869	.000	.000	.000	.000	.000	.644	.000	.644

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Passenger Vehicles

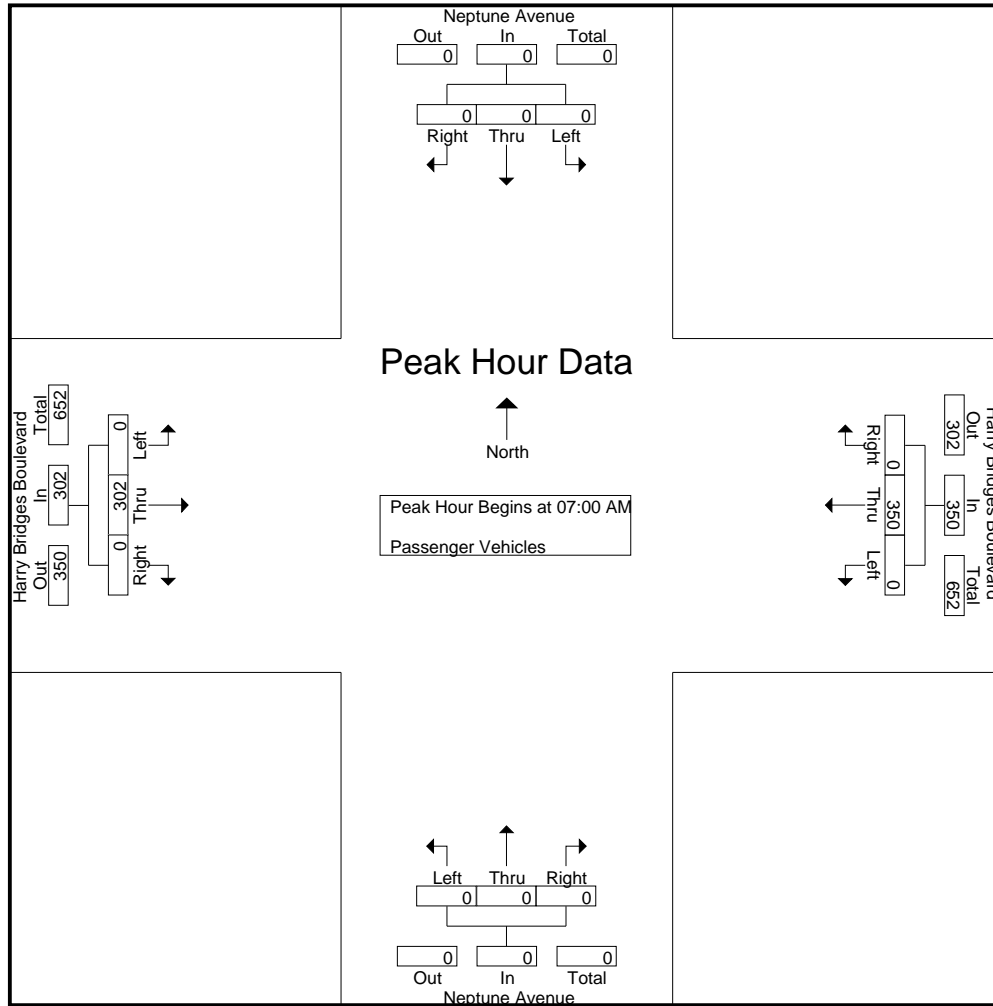
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68	153
07:15 AM	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50	147
07:30 AM	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64	167
07:45 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120	185
Total	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302	652
08:00 AM	0	0	0	0	0	43	0	43	0	0	0	0	0	91	0	91	134
08:15 AM	0	0	0	0	0	46	0	46	0	0	0	0	0	57	0	57	103
08:30 AM	0	0	0	0	0	48	0	48	0	0	0	0	0	59	0	59	107
08:45 AM	0	0	0	0	0	32	0	32	0	0	0	0	0	57	0	57	89
Total	0	0	0	0	0	169	0	169	0	0	0	0	0	264	0	264	433
Grand Total	0	0	0	0	0	519	0	519	0	0	0	0	0	566	0	566	1085
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	47.8	0	47.8	0	0	0		0	52.2	0	52.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68	153
07:15 AM	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50	147
07:30 AM	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64	167
07:45 AM	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120	185
Total Volume	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302	652
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.629	.000	.629	.881

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	85	0	85	0	0	0	0	0	68	0	68
+15 mins.	0	0	0	0	0	97	0	97	0	0	0	0	0	50	0	50
+30 mins.	0	0	0	0	0	103	0	103	0	0	0	0	0	64	0	64
+45 mins.	0	0	0	0	0	65	0	65	0	0	0	0	0	120	0	120
Total Volume	0	0	0	0	0	350	0	350	0	0	0	0	0	302	0	302
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.850	.000	.850	.000	.000	.000	.000	.000	.629	.000	.629

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Bobtail Trucks

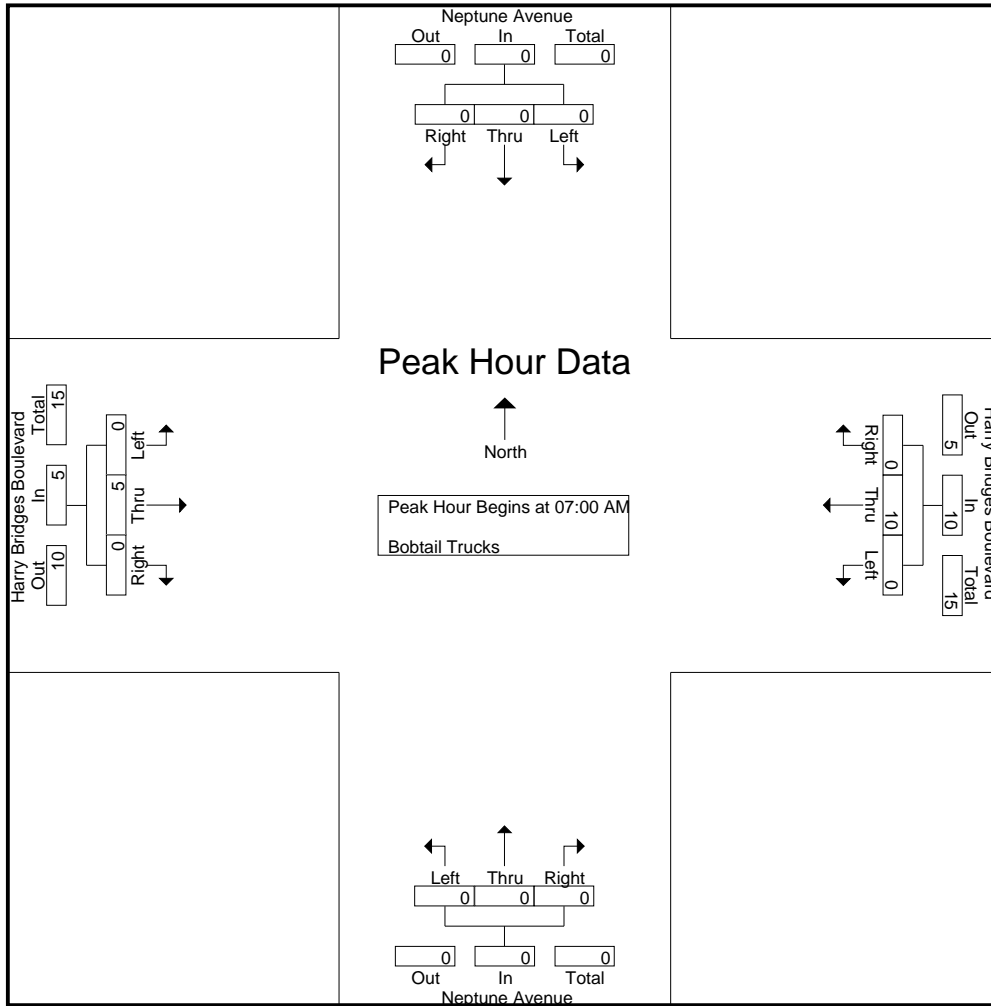
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
08:00 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
08:45 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	15	0	15	0	0	0	0	0	15	0	15	30
Grand Total	0	0	0	0	0	25	0	25	0	0	0	0	0	20	0	20	45
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.6	0	55.6	0	0	0		0	44.4	0	44.4	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5	15
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417	.469

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	10	0	10	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

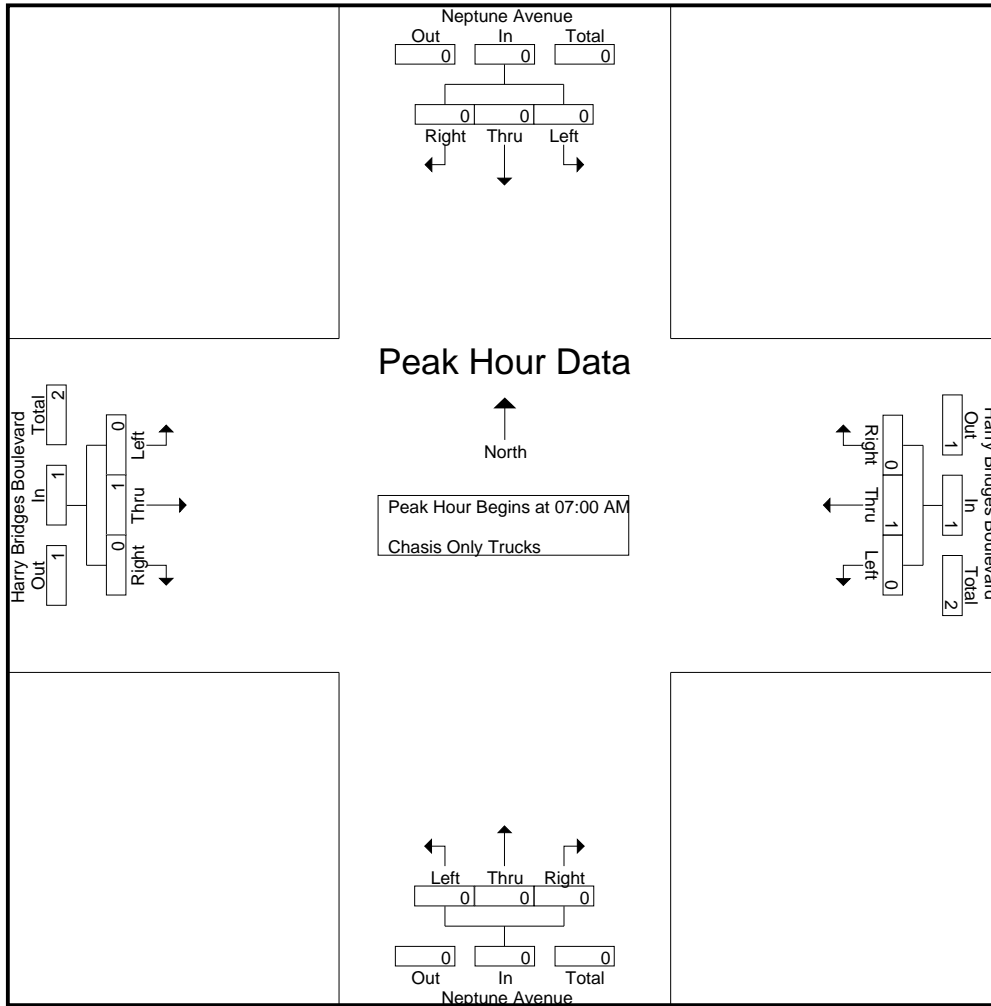
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	25	0	25	0	0	0		0	75	0	75	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Container Trucks

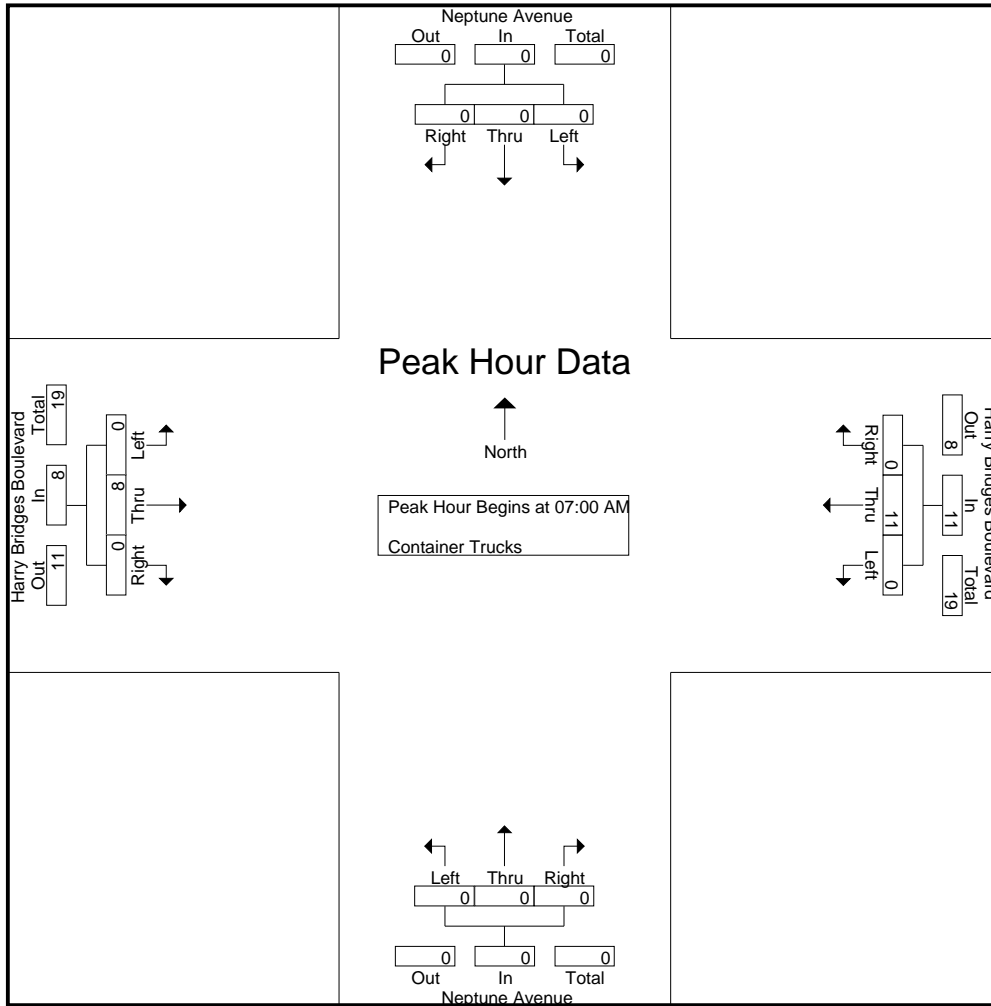
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
08:00 AM	0	0	0	0	0	11	0	11	0	0	0	0	0	5	0	5	16
08:15 AM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
08:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Total	0	0	0	0	0	23	0	23	0	0	0	0	0	19	0	19	42
Grand Total	0	0	0	0	0	34	0	34	0	0	0	0	0	27	0	27	61
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.7	0	55.7	0	0	0		0	44.3	0	44.3	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
07:45 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8	19
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.667	.000	.667	.792

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	11	0	11	0	0	0	0	0	8	0	8
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.688	.000	.688	.000	.000	.000	.000	.000	.667	.000	.667

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Other Trucks

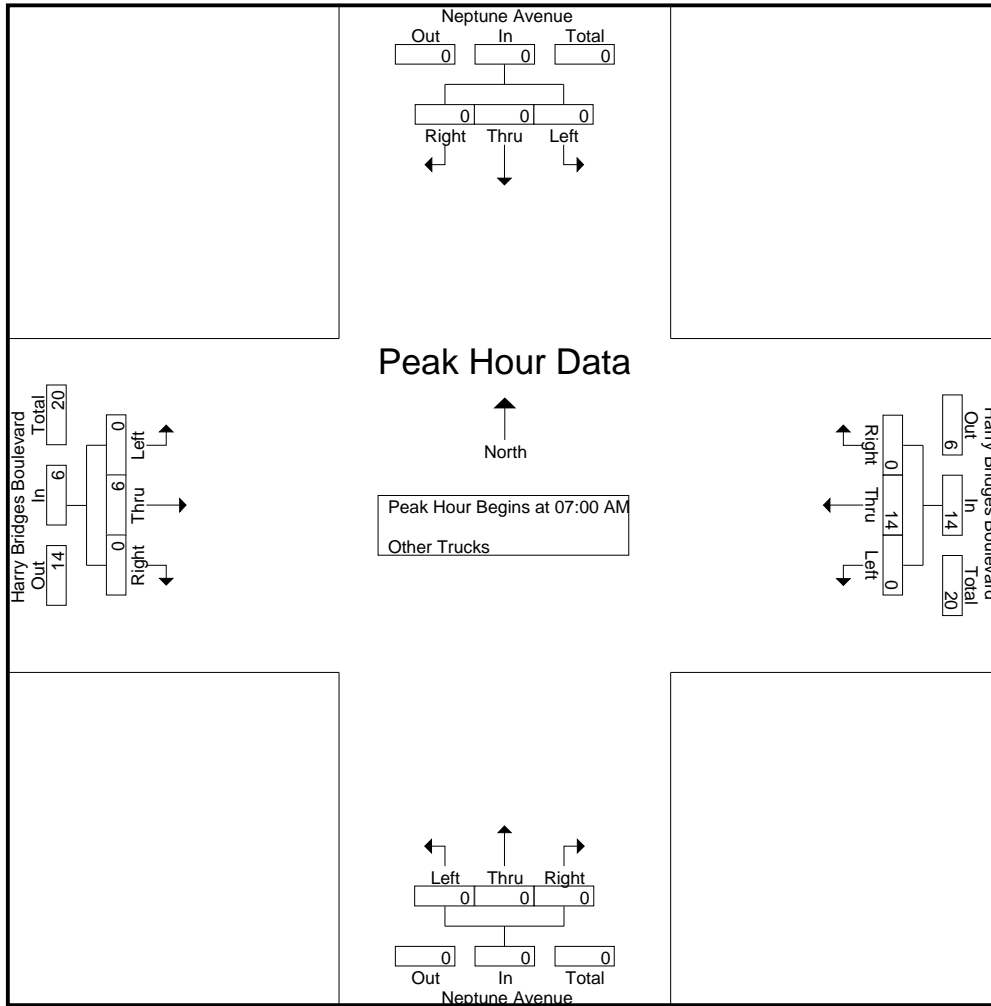
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	13	0	13	23
Grand Total	0	0	0	0	0	24	0	24	0	0	0	0	0	19	0	19	43
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	55.8	0	55.8	0	0	0		0	44.2	0	44.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6	20
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500	.625

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00 AM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBAM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	6	0	6
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.438	.000	.438	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

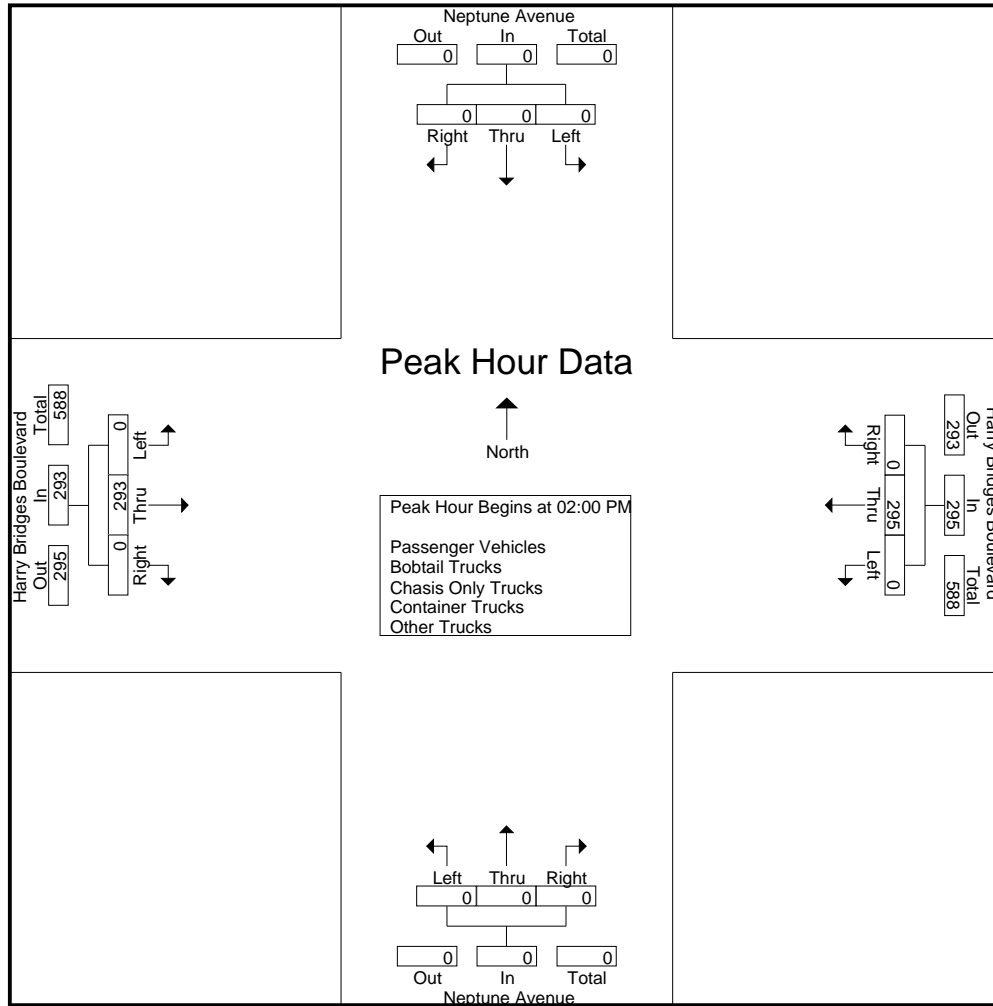
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	82	0	82	131
01:15 PM	0	0	0	0	0	51	0	51	0	0	0	0	0	64	0	64	115
01:30 PM	0	0	0	0	0	49	0	49	0	0	0	0	0	73	0	73	122
01:45 PM	0	0	0	0	0	61	0	61	0	0	0	0	0	88	0	88	149
Total	0	0	0	0	0	210	0	210	0	0	0	0	0	307	0	307	517
02:00 PM	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58	130
02:15 PM	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77	143
02:30 PM	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71	146
02:45 PM	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87	169
Total	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293	588
Grand Total	0	0	0	0	0	505	0	505	0	0	0	0	0	600	0	600	1105
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	45.7	0	45.7	0	0	0	0	0	54.3	0	54.3	
Passenger Vehicles	0	0	0	0	0	429	0	429	0	0	0	0	0	469	0	469	898
% Passenger Vehicles	0	0	0	0	0	85	0	85	0	0	0	0	0	78.2	0	78.2	81.3
Bobtail Trucks	0	0	0	0	0	32	0	32	0	0	0	0	0	45	0	45	77
% Bobtail Trucks	0	0	0	0	0	6.3	0	6.3	0	0	0	0	0	7.5	0	7.5	7
Chasis Only Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	1.5	0	1.5	0.9
Container Trucks	0	0	0	0	0	18	0	18	0	0	0	0	0	52	0	52	70
% Container Trucks	0	0	0	0	0	3.6	0	3.6	0	0	0	0	0	8.7	0	8.7	6.3
Other Trucks	0	0	0	0	0	25	0	25	0	0	0	0	0	25	0	25	50
% Other Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	4.2	0	4.2	4.5

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58	130
02:15 PM	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77	143
02:30 PM	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71	146
02:45 PM	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87	169
Total Volume	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293	588
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.899	.000	.899	.000	.000	.000	.000	.000	.842	.000	.842	.870

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	72	0	72	0	0	0	0	0	58	0	58
+15 mins.	0	0	0	0	0	66	0	66	0	0	0	0	0	77	0	77
+30 mins.	0	0	0	0	0	75	0	75	0	0	0	0	0	71	0	71
+45 mins.	0	0	0	0	0	82	0	82	0	0	0	0	0	87	0	87
Total Volume	0	0	0	0	0	295	0	295	0	0	0	0	0	293	0	293
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.899	.000	.899	.000	.000	.000	.000	.000	.842	.000	.842

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

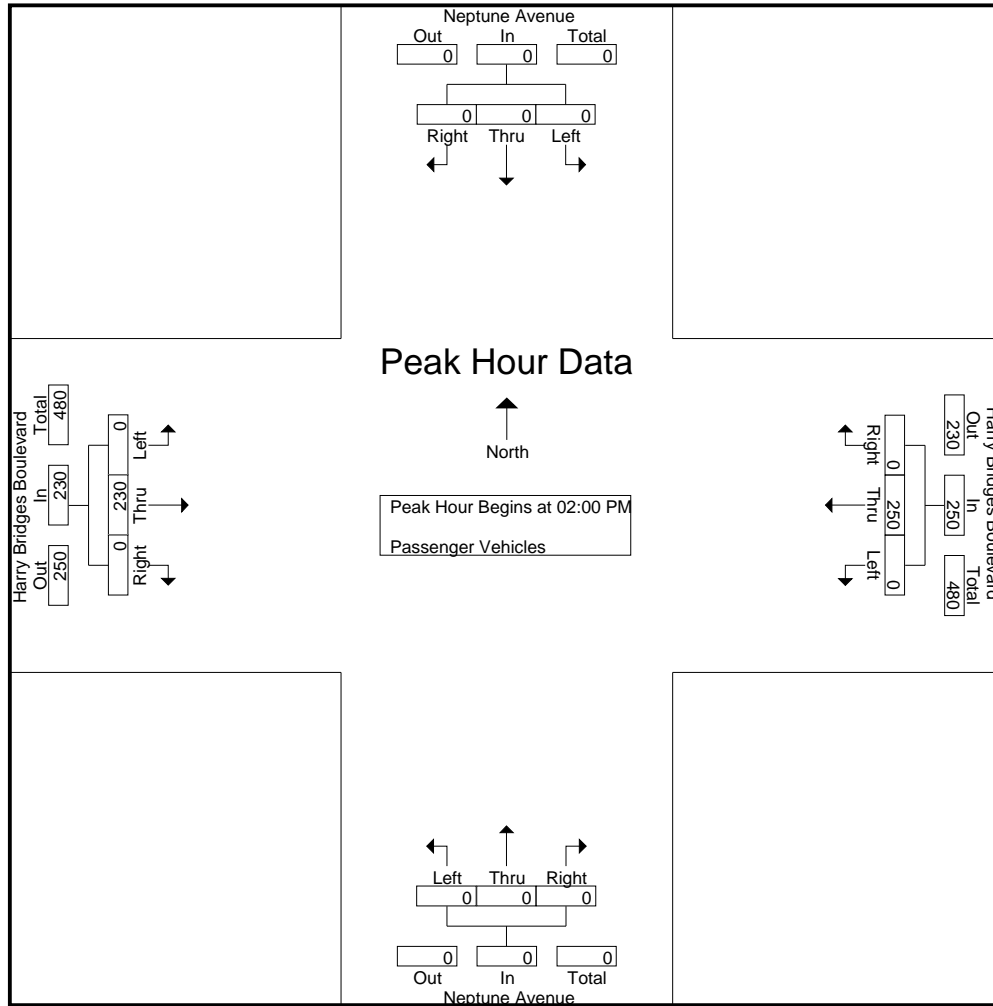
Groups Printed- Passenger Vehicles

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	42	0	42	0	0	0	0	0	71	0	71	113
01:15 PM	0	0	0	0	0	45	0	45	0	0	0	0	0	47	0	47	92
01:30 PM	0	0	0	0	0	41	0	41	0	0	0	0	0	49	0	49	90
01:45 PM	0	0	0	0	0	51	0	51	0	0	0	0	0	72	0	72	123
Total	0	0	0	0	0	179	0	179	0	0	0	0	0	239	0	239	418
02:00 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46	109
02:15 PM	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59	113
02:30 PM	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59	124
02:45 PM	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66	134
Total	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230	480
Grand Total	0	0	0	0	0	429	0	429	0	0	0	0	0	469	0	469	898
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	47.8	0	47.8	0	0	0		0	52.2	0	52.2	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46	109
02:15 PM	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59	113
02:30 PM	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59	124
02:45 PM	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66	134
Total Volume	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230	480
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.919	.000	.919	.000	.000	.000	.000	.000	.871	.000	.871	.896

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	63	0	63	0	0	0	0	0	46	0	46
+15 mins.	0	0	0	0	0	54	0	54	0	0	0	0	0	59	0	59
+30 mins.	0	0	0	0	0	65	0	65	0	0	0	0	0	59	0	59
+45 mins.	0	0	0	0	0	68	0	68	0	0	0	0	0	66	0	66
Total Volume	0	0	0	0	0	250	0	250	0	0	0	0	0	230	0	230
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.919	.000	.919	.000	.000	.000	.000	.000	.871	.000	.871

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

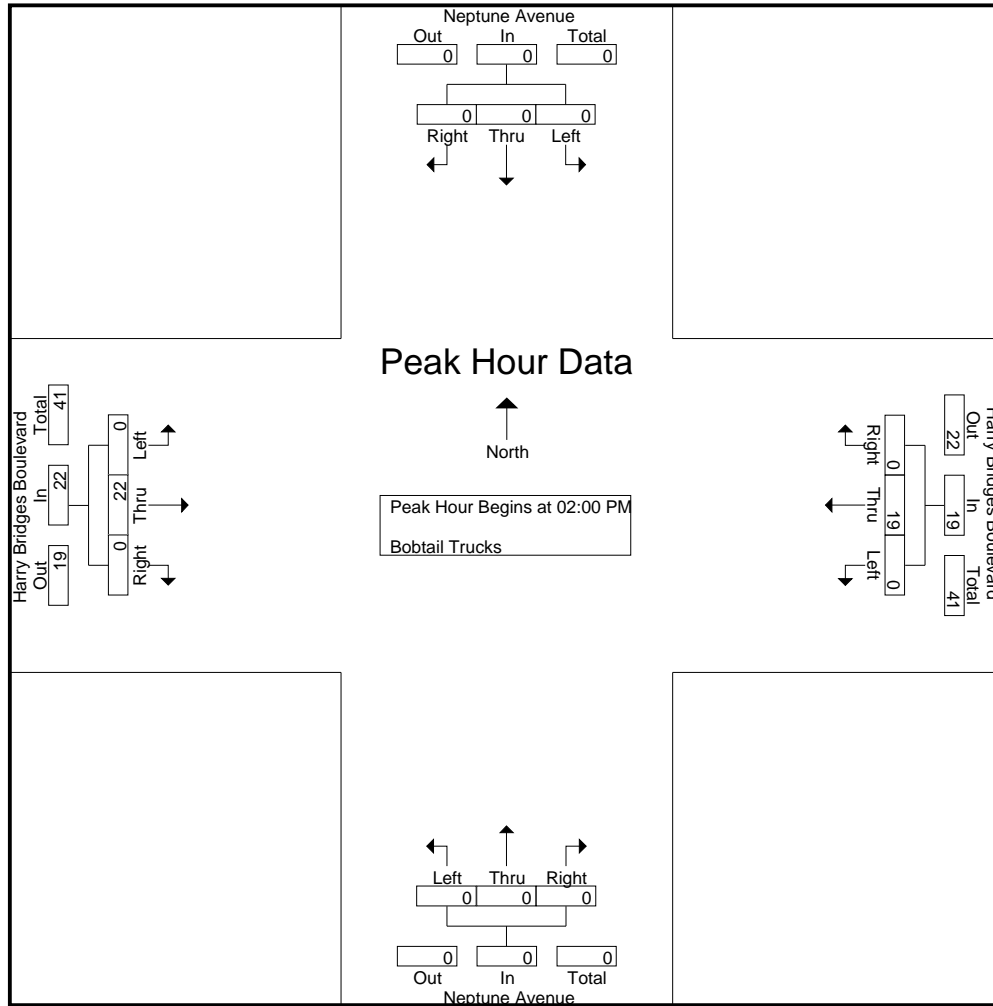
Groups Printed- Bobtail Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
01:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
01:45 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	10	15
Total	0	0	0	0	0	13	0	13	0	0	0	0	0	23	0	23	36
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
02:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22	41
Grand Total	0	0	0	0	0	32	0	32	0	0	0	0	0	45	0	45	77
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	41.6	0	41.6	0	0	0		0	58.4	0	58.4	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10	13
02:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
02:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
02:45 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4	12
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22	41
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.594	.000	.594	.000	.000	.000	.000	.000	.550	.000	.550	.788

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	10	0	10
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	22	0	22
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.594	.000	.594	.000	.000	.000	.000	.000	.550	.000	.550

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

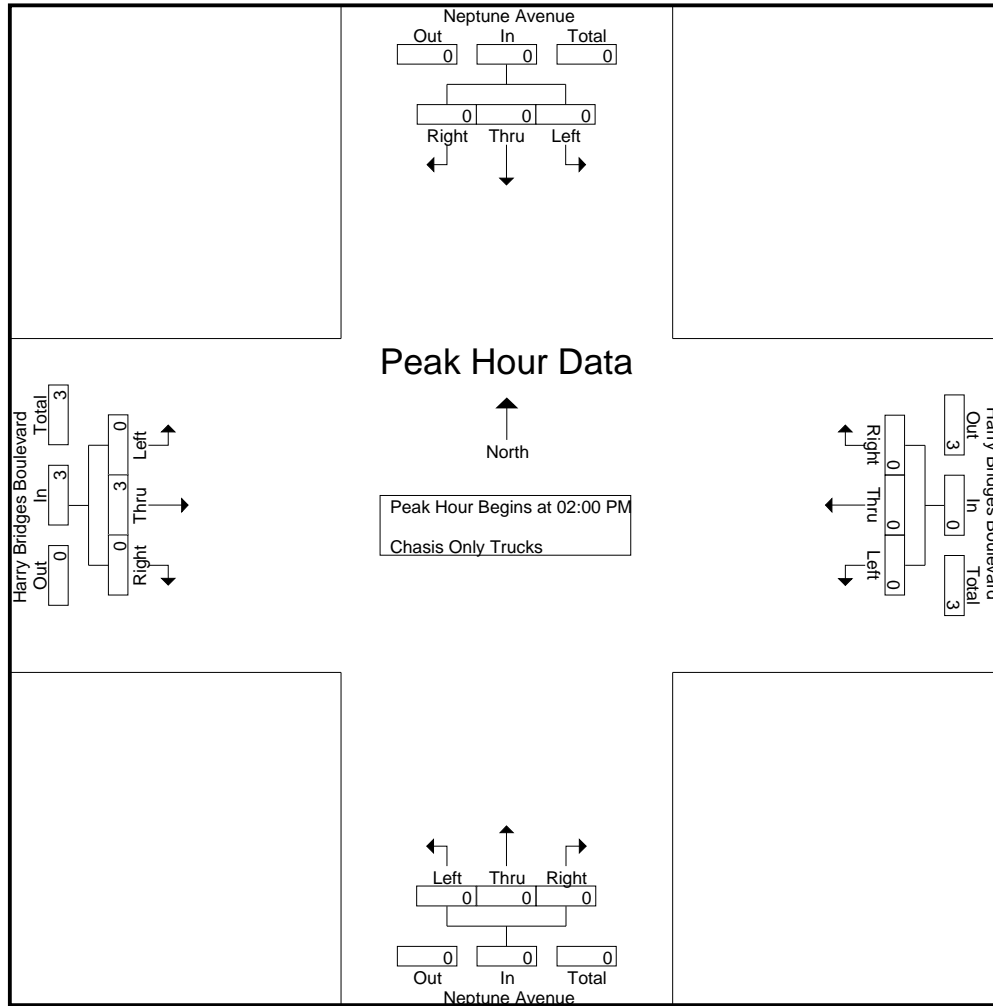
Groups Printed- Chasis Only Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	10	0	10	0	0	0		0	90	0	90	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.375

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

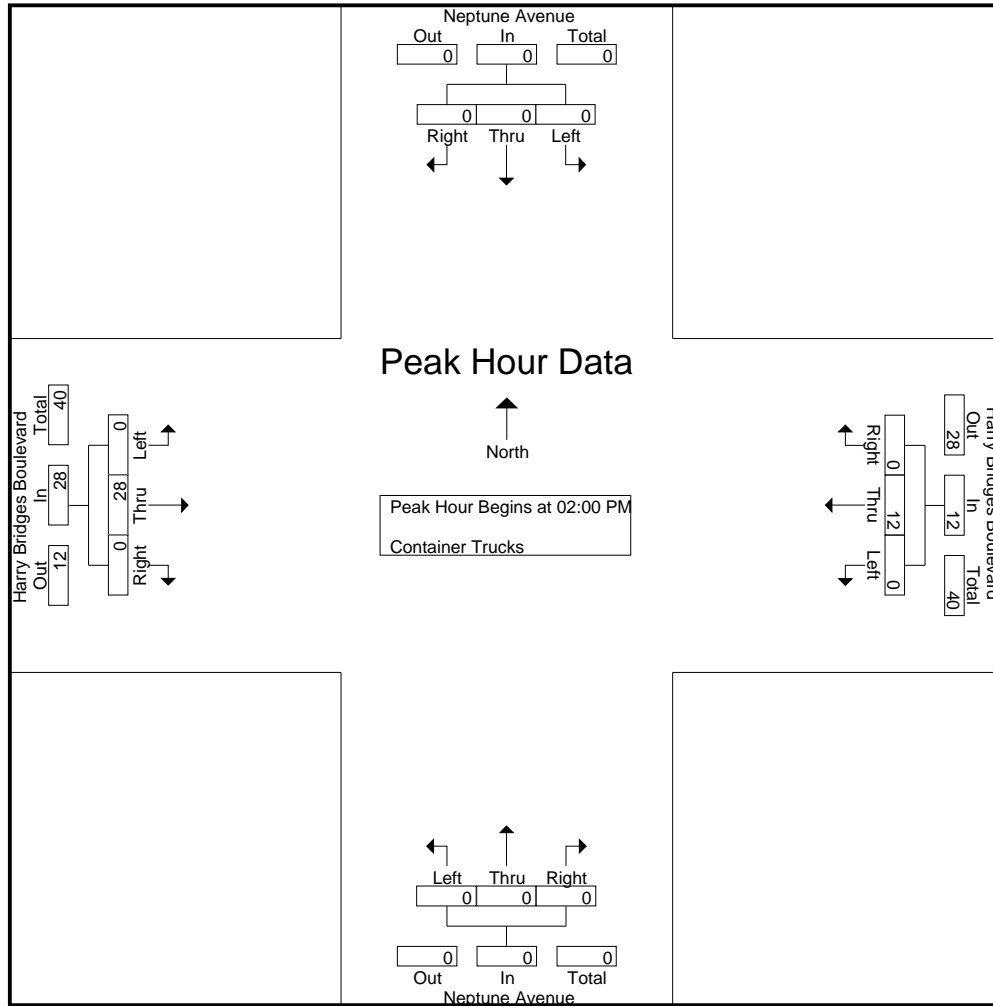
Groups Printed- Container Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
01:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Total	0	0	0	0	0	6	0	6	0	0	0	0	0	24	0	24	30
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28	40
Grand Total	0	0	0	0	0	18	0	18	0	0	0	0	0	52	0	52	70
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	25.7	0	25.7	0	0	0		0	74.3	0	74.3	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
02:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8	10
02:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11	14
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28	40
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.636	.000	.636	.714

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	8	0	8
+30 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	11	0	11
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	28	0	28
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.000	.636	.000	.636

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

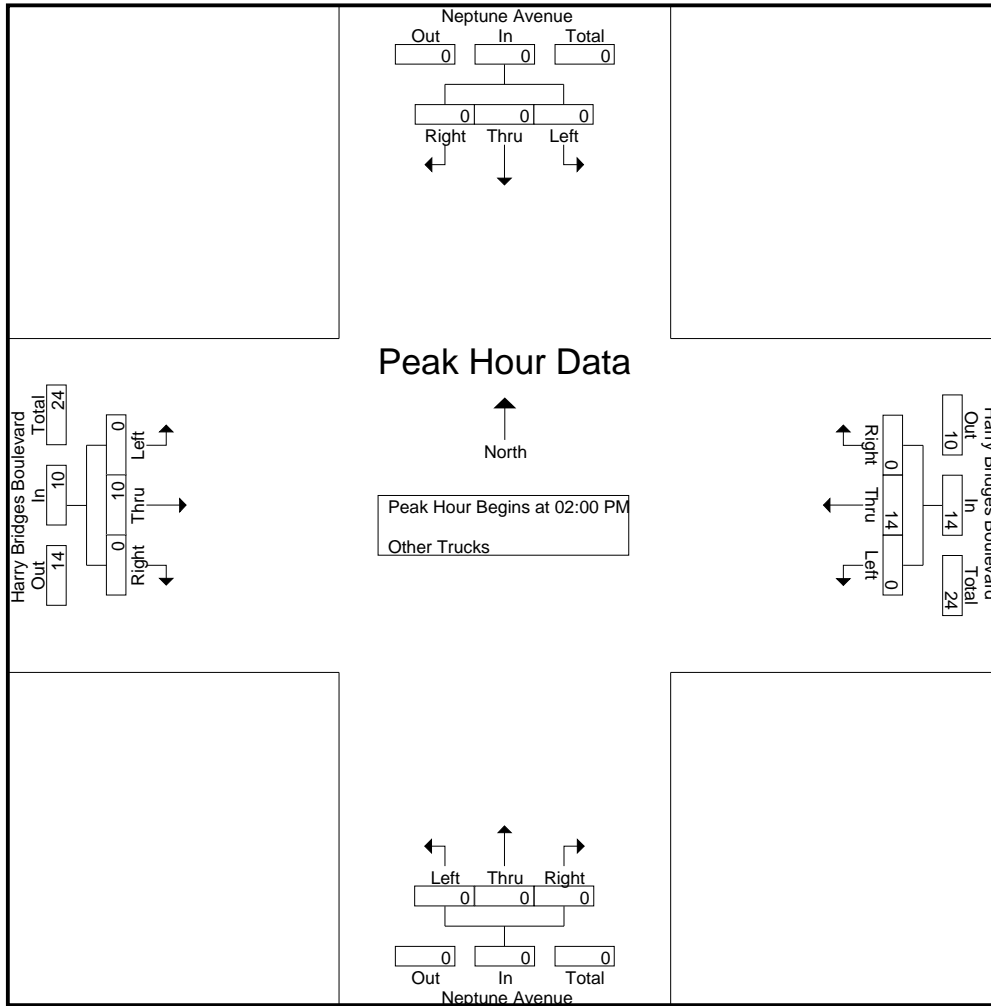
Groups Printed- Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	7	0	7	10
01:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
01:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	11	0	11	0	0	0	0	0	15	0	15	26
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
Grand Total	0	0	0	0	0	25	0	25	0	0	0	0	0	25	0	25	50
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0		0	0	0		0	50	0		

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
02:15 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
02:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10	24
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.600

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBMD
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
Total Volume	0	0	0	0	0	14	0	14	0	0	0	0	0	10	0	10
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

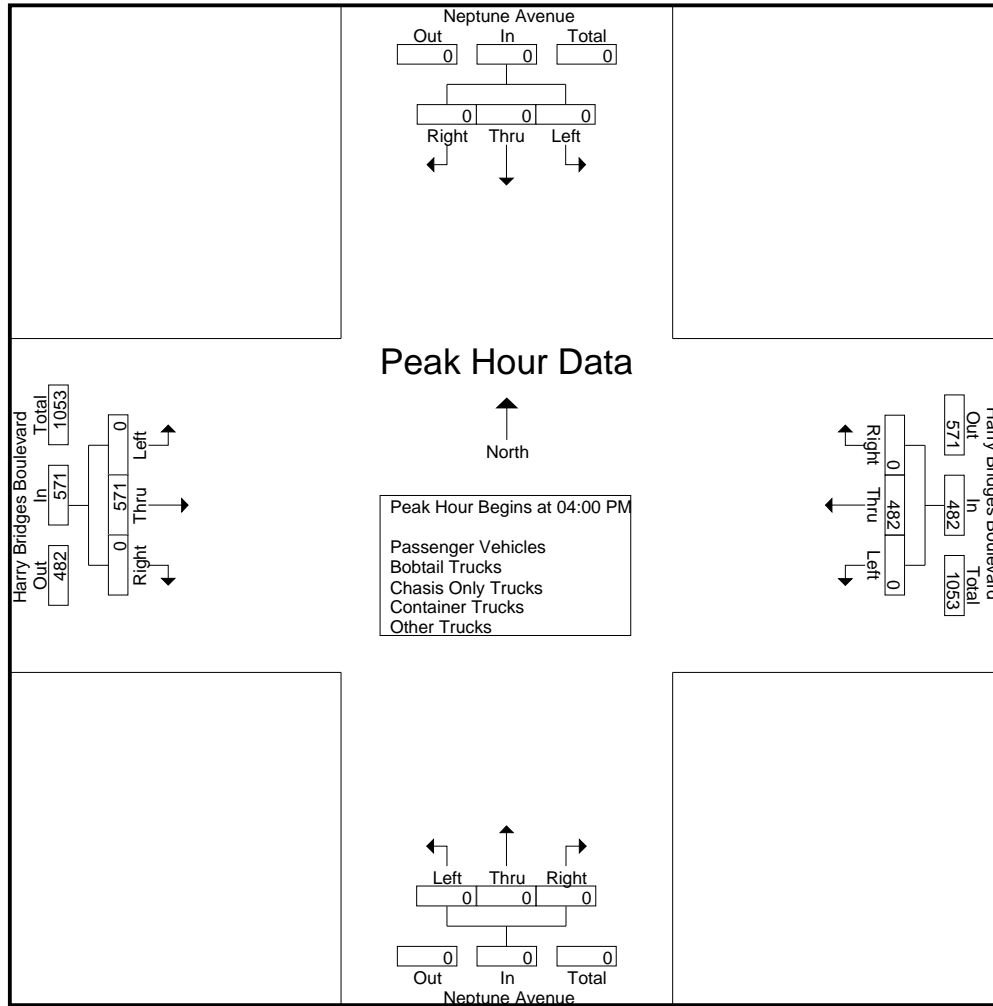
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141	255
04:15 PM	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149	279
04:30 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144	258
04:45 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137	261
Total	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571	1053
05:00 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	49	0	49	173
05:15 PM	0	0	0	0	0	126	0	126	0	0	0	0	0	62	0	62	188
05:30 PM	0	0	0	0	0	80	0	80	0	0	0	0	0	43	0	43	123
05:45 PM	0	0	0	0	0	73	0	73	0	0	0	0	0	41	0	41	114
Total	0	0	0	0	0	403	0	403	0	0	0	0	0	195	0	195	598
Grand Total	0	0	0	0	0	885	0	885	0	0	0	0	0	766	0	766	1651
Apprch %	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
Total %	0	0	0	0	0	53.6	0	53.6	0	0	0	0	0	46.4	0	46.4	
Passenger Vehicles	0	0	0	0	0	752	0	752	0	0	0	0	0	697	0	697	1449
% Passenger Vehicles	0	0	0	0	0	85	0	85	0	0	0	0	0	91	0	91	87.8
Bobtail Trucks	0	0	0	0	0	74	0	74	0	0	0	0	0	26	0	26	100
% Bobtail Trucks	0	0	0	0	0	8.4	0	8.4	0	0	0	0	0	3.4	0	3.4	6.1
Chasis Only Trucks	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
% Chasis Only Trucks	0	0	0	0	0	0.6	0	0.6	0	0	0	0	0	0.3	0	0.3	0.4
Container Trucks	0	0	0	0	0	41	0	41	0	0	0	0	0	28	0	28	69
% Container Trucks	0	0	0	0	0	4.6	0	4.6	0	0	0	0	0	3.7	0	3.7	4.2
Other Trucks	0	0	0	0	0	13	0	13	0	0	0	0	0	13	0	13	26
% Other Trucks	0	0	0	0	0	1.5	0	1.5	0	0	0	0	0	1.7	0	1.7	1.6

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141	255
04:15 PM	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149	279
04:30 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144	258
04:45 PM	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137	261
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571	1053
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100	
PHF	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000	.000	.958	.000	.958	.944

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	141	0	141
+15 mins.	0	0	0	0	0	130	0	130	0	0	0	0	0	149	0	149
+30 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	144	0	144
+45 mins.	0	0	0	0	0	124	0	124	0	0	0	0	0	137	0	137
Total Volume	0	0	0	0	0	482	0	482	0	0	0	0	0	571	0	571
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.927	.000	.927	.000	.000	.000	.000	.000	.958	.000	.958

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

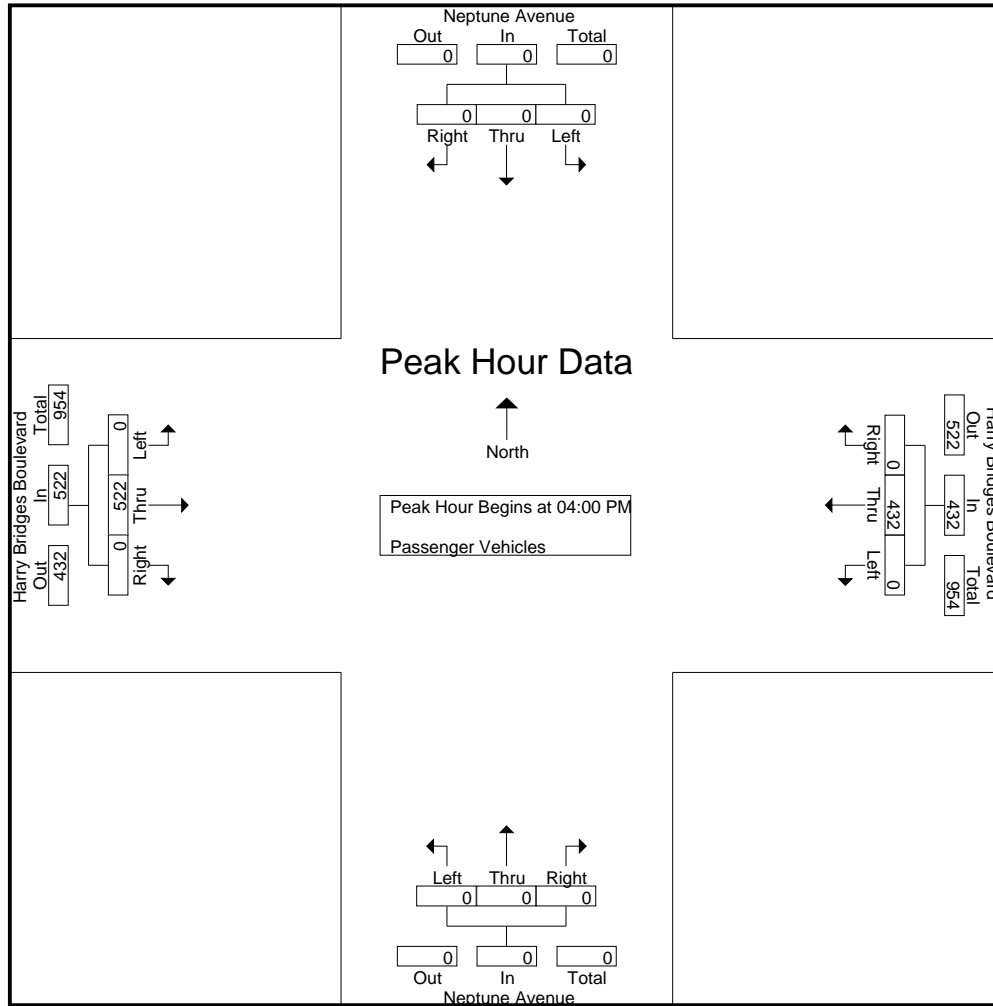
Groups Printed- Passenger Vehicles

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125	233
04:15 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134	248
04:30 PM	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134	232
04:45 PM	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129	241
Total	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522	954
05:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	46	0	46	154
05:15 PM	0	0	0	0	0	91	0	91	0	0	0	0	0	56	0	56	147
05:30 PM	0	0	0	0	0	63	0	63	0	0	0	0	0	38	0	38	101
05:45 PM	0	0	0	0	0	58	0	58	0	0	0	0	0	35	0	35	93
Total	0	0	0	0	0	320	0	320	0	0	0	0	0	175	0	175	495
Grand Total	0	0	0	0	0	752	0	752	0	0	0	0	0	697	0	697	1449
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	51.9	0	51.9	0	0	0		0	48.1	0	48.1	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125	233
04:15 PM	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134	248
04:30 PM	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134	232
04:45 PM	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129	241
Total Volume	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522	954
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.947	.000	.947	.000	.000	.000	.000	.000	.974	.000	.974	.962

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	108	0	108	0	0	0	0	0	125	0	125
+15 mins.	0	0	0	0	0	114	0	114	0	0	0	0	0	134	0	134
+30 mins.	0	0	0	0	0	98	0	98	0	0	0	0	0	134	0	134
+45 mins.	0	0	0	0	0	112	0	112	0	0	0	0	0	129	0	129
Total Volume	0	0	0	0	0	432	0	432	0	0	0	0	0	522	0	522
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.947	.000	.947	.000	.000	.000	.000	.000	.974	.000	.974

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
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Groups Printed- Bobtail Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17	35
05:00 PM	0	0	0	0	0	13	0	13	0	0	0	0	0	2	0	2	15
05:15 PM	0	0	0	0	0	27	0	27	0	0	0	0	0	2	0	2	29
05:30 PM	0	0	0	0	0	9	0	9	0	0	0	0	0	3	0	3	12
05:45 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	2	0	2	9
Total	0	0	0	0	0	56	0	56	0	0	0	0	0	9	0	9	65
Grand Total	0	0	0	0	0	74	0	74	0	0	0	0	0	26	0	26	100
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	74	0		0	0	0		0	26	0		

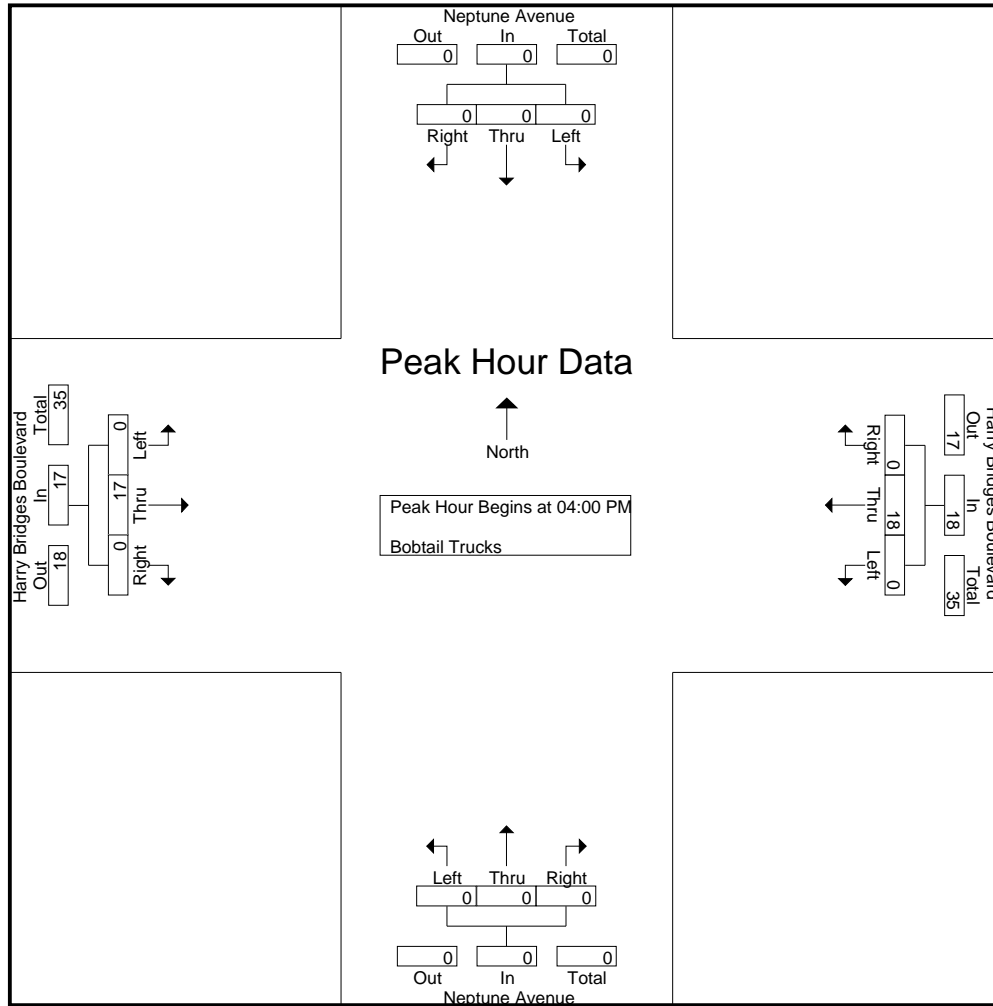
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3	11
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17	35
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.708	.000	.708	.795

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+15 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	8	0	8	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	18	0	18	0	0	0	0	0	17	0	17
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.563	.000	.563	.000	.000	.000	.000	.000	.708	.000	.708

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	71.4	0	71.4	0	0	0		0	28.6	0	28.6	

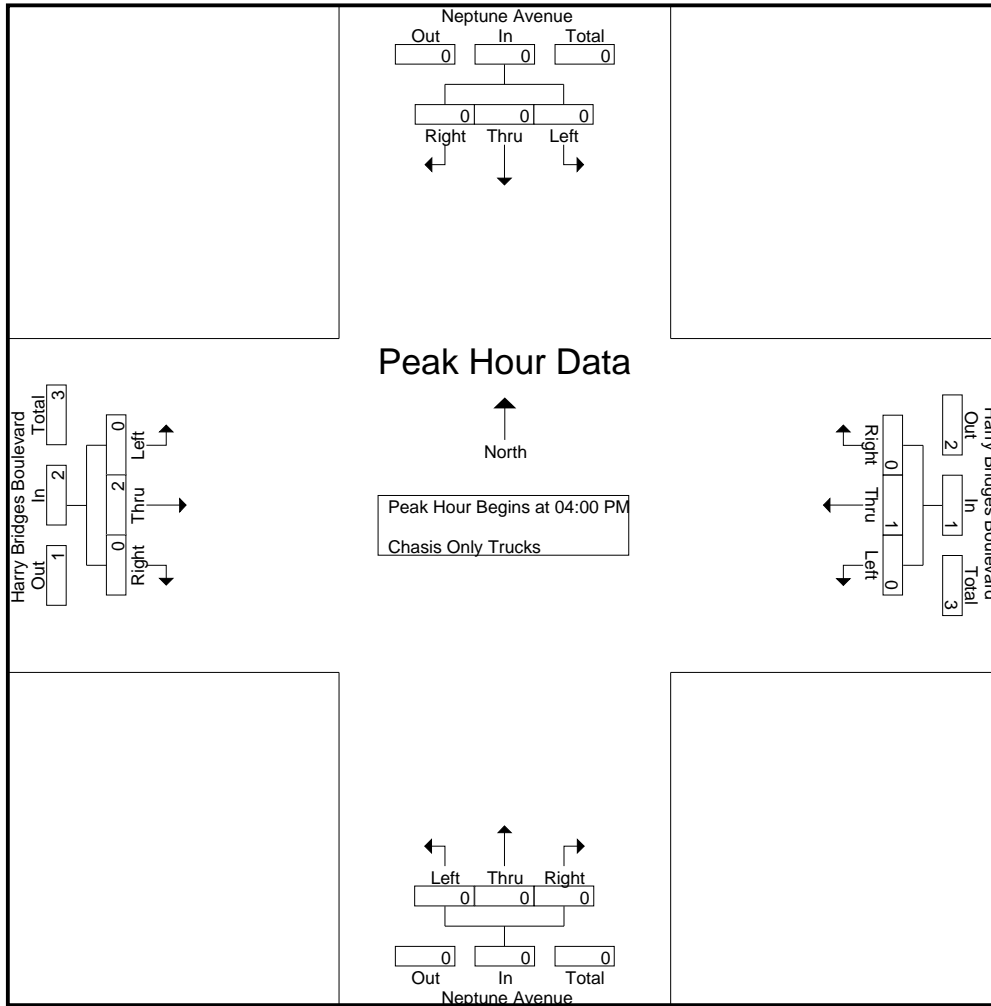
Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

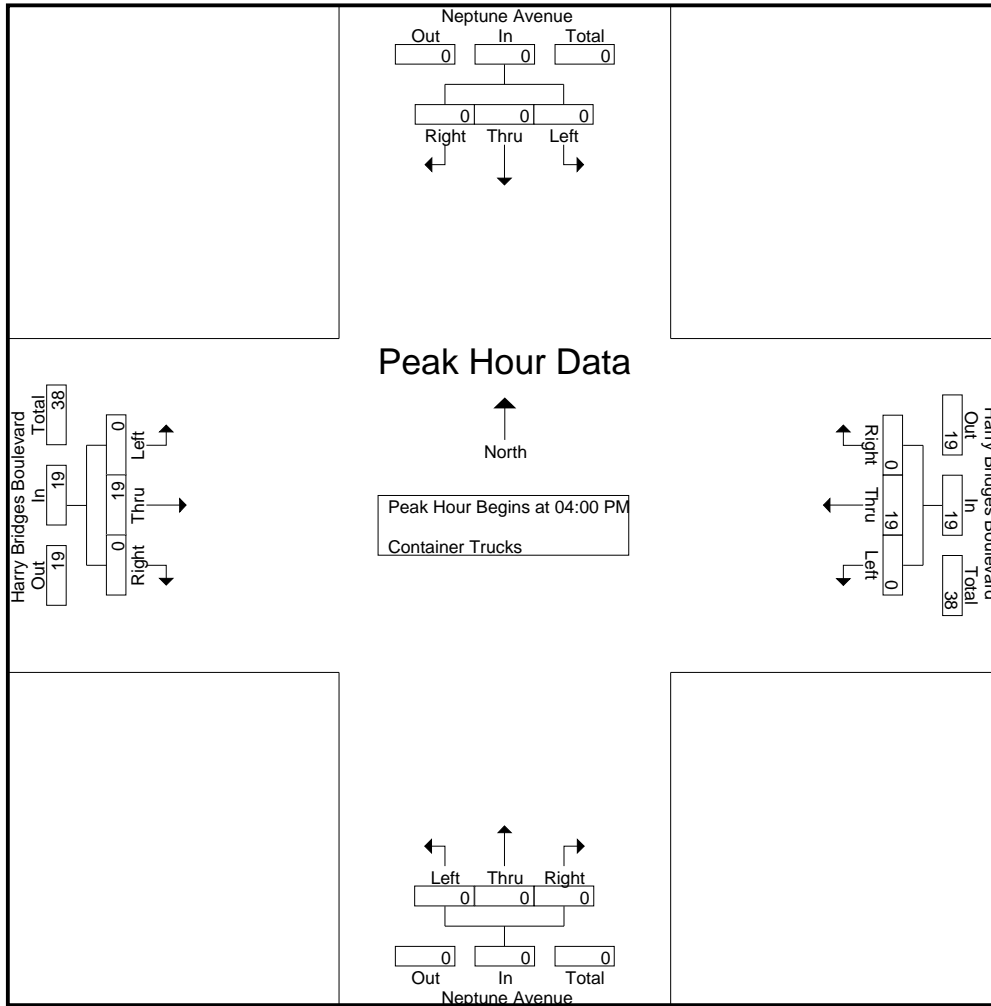
Groups Printed- Container Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19	38
05:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
05:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	4	0	4	10
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	1	0	1	8
05:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	3	0	3	9
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	9	0	9	31
Grand Total	0	0	0	0	0	41	0	41	0	0	0	0	0	28	0	28	69
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	59.4	0	59.4	0	0	0		0	40.6	0	40.6	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9	12
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7	12
04:30 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
04:45 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1	7
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19	38
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.528	.000	.528	.792

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	9	0	9
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	7	0	7
+30 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2
+45 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	19	0	19	0	0	0	0	0	19	0	19
% App. Total	0	0	0	0	0	100	0	100	0	0	0	0	0	100	0	100
PHF	.000	.000	.000	.000	.000	.792	.000	.792	.000	.000	.000	.000	.000	.528	.000	.528

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 1

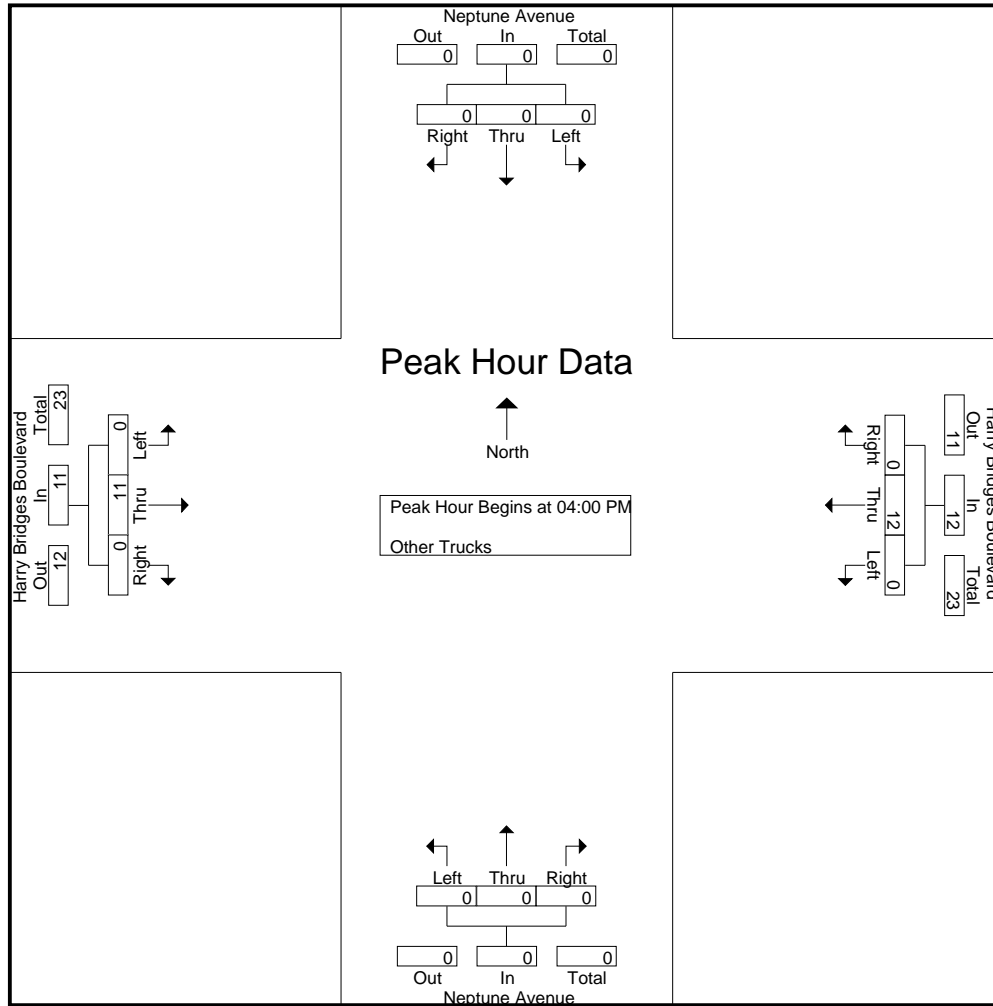
Groups Printed- Other Trucks

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	13	0	13	0	0	0	0	0	13	0	13	26
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0		0	50	0	50	0	0	0		0	50	0	50	

Start Time	Neptune Avenue Southbound				Harry Bridges Boulevard Westbound				Neptune Avenue Northbound				Harry Bridges Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
04:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3	8
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11	23
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.688	.000	.688	.719

City of Long Beach
 N/S: Neptune Avenue
 E/W: Harry Bridges Boulevard
 Weather: Sunny

File Name : LBCNEHBPM
 Site Code : 00000155
 Start Date : 3/1/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4
Total Volume	0	0	0	0	0	12	0	12	0	0	0	0	0	11	0	11
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.000	.688	.000	.688

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

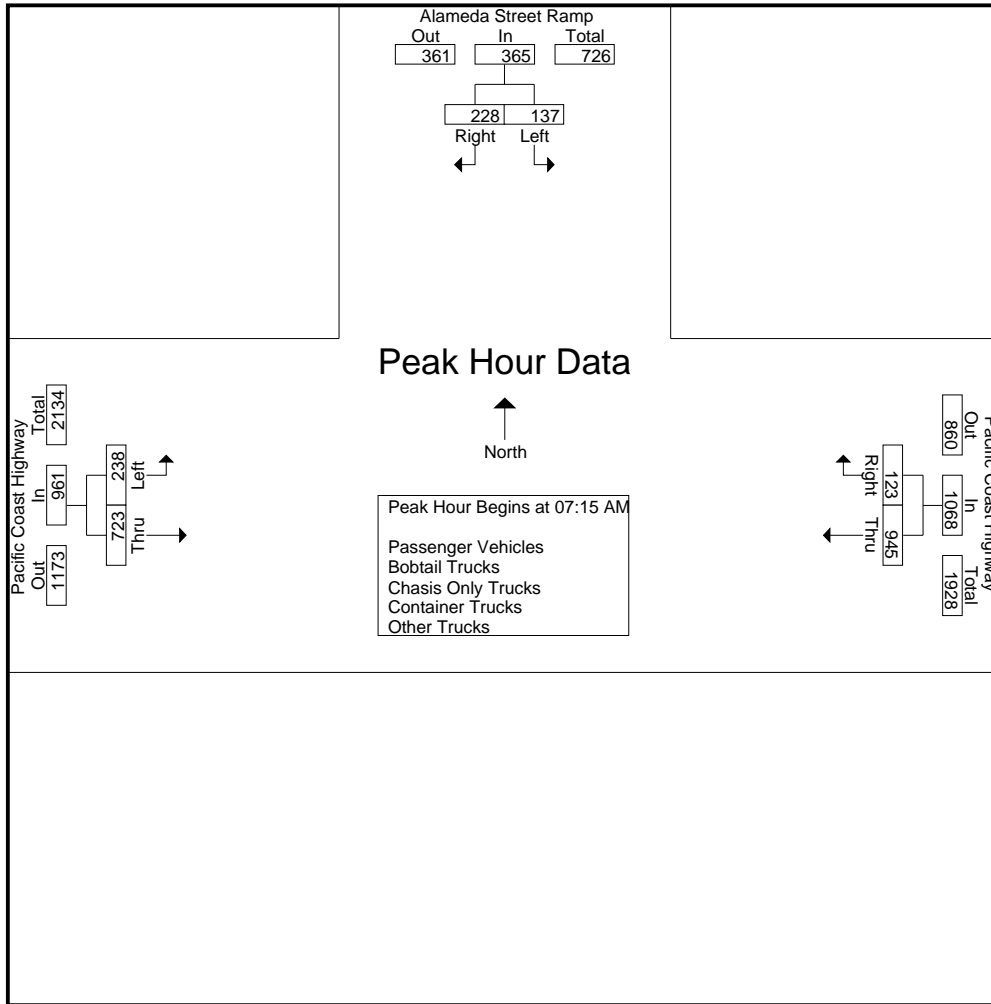
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	25	33	58	225	18	243	54	134	188	489
07:15 AM	35	54	89	238	16	254	47	168	215	558
07:30 AM	33	66	99	275	44	319	74	229	303	721
07:45 AM	31	60	91	222	32	254	70	179	249	594
Total	124	213	337	960	110	1070	245	710	955	2362
08:00 AM	38	48	86	210	31	241	47	147	194	521
08:15 AM	27	30	57	203	25	228	56	155	211	496
08:30 AM	30	31	61	189	45	234	43	151	194	489
08:45 AM	30	38	68	159	30	189	36	146	182	439
Total	125	147	272	761	131	892	182	599	781	1945
Grand Total	249	360	609	1721	241	1962	427	1309	1736	4307
Apprch %	40.9	59.1		87.7	12.3		24.6	75.4		
Total %	5.8	8.4	14.1	40	5.6	45.6	9.9	30.4	40.3	
Passenger Vehicles	140	314	454	1661	146	1807	395	1211	1606	3867
% Passenger Vehicles	56.2	87.2	74.5	96.5	60.6	92.1	92.5	92.5	92.5	89.8
Bobtail Trucks	21	16	37	11	27	38	7	41	48	123
% Bobtail Trucks	8.4	4.4	6.1	0.6	11.2	1.9	1.6	3.1	2.8	2.9
Chasis Only Trucks	4	3	7	5	2	7	2	8	10	24
% Chasis Only Trucks	1.6	0.8	1.1	0.3	0.8	0.4	0.5	0.6	0.6	0.6
Container Trucks	31	8	39	10	4	14	2	8	10	63
% Container Trucks	12.4	2.2	6.4	0.6	1.7	0.7	0.5	0.6	0.6	1.5
Other Trucks	53	19	72	34	62	96	21	41	62	230
% Other Trucks	21.3	5.3	11.8	2	25.7	4.9	4.9	3.1	3.6	5.3

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	35	54	89	238	16	254	47	168	215	558
07:30 AM	33	66	99	275	44	319	74	229	303	721
07:45 AM	31	60	91	222	32	254	70	179	249	594
08:00 AM	38	48	86	210	31	241	47	147	194	521
Total Volume	137	228	365	945	123	1068	238	723	961	2394
% App. Total	37.5	62.5		88.5	11.5		24.8	75.2		
PHF	.901	.864	.922	.859	.699	.837	.804	.789	.793	.830

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:00 AM			07:15 AM		
+0 mins.	35	54	89	225	18	243	47	168	215
+15 mins.	33	66	99	238	16	254	74	229	303
+30 mins.	31	60	91	275	44	319	70	179	249
+45 mins.	38	48	86	222	32	254	47	147	194
Total Volume	137	228	365	960	110	1070	238	723	961
% App. Total	37.5	62.5		89.7	10.3		24.8	75.2	
PHF	.901	.864	.922	.873	.625	.839	.804	.789	.793

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	16	30	46	220	12	232	52	131	183	461
07:15 AM	24	48	72	229	10	239	42	159	201	512
07:30 AM	22	57	79	270	27	297	72	223	295	671
07:45 AM	20	56	76	220	25	245	66	168	234	555
Total	82	191	273	939	74	1013	232	681	913	2199
08:00 AM	19	38	57	207	17	224	46	135	181	462
08:15 AM	12	25	37	198	17	215	53	131	184	436
08:30 AM	12	27	39	177	23	200	37	136	173	412
08:45 AM	15	33	48	140	15	155	27	128	155	358
Total	58	123	181	722	72	794	163	530	693	1668
Grand Total	140	314	454	1661	146	1807	395	1211	1606	3867
Apprch %	30.8	69.2		91.9	8.1		24.6	75.4		
Total %	3.6	8.1	11.7	43	3.8	46.7	10.2	31.3	41.5	

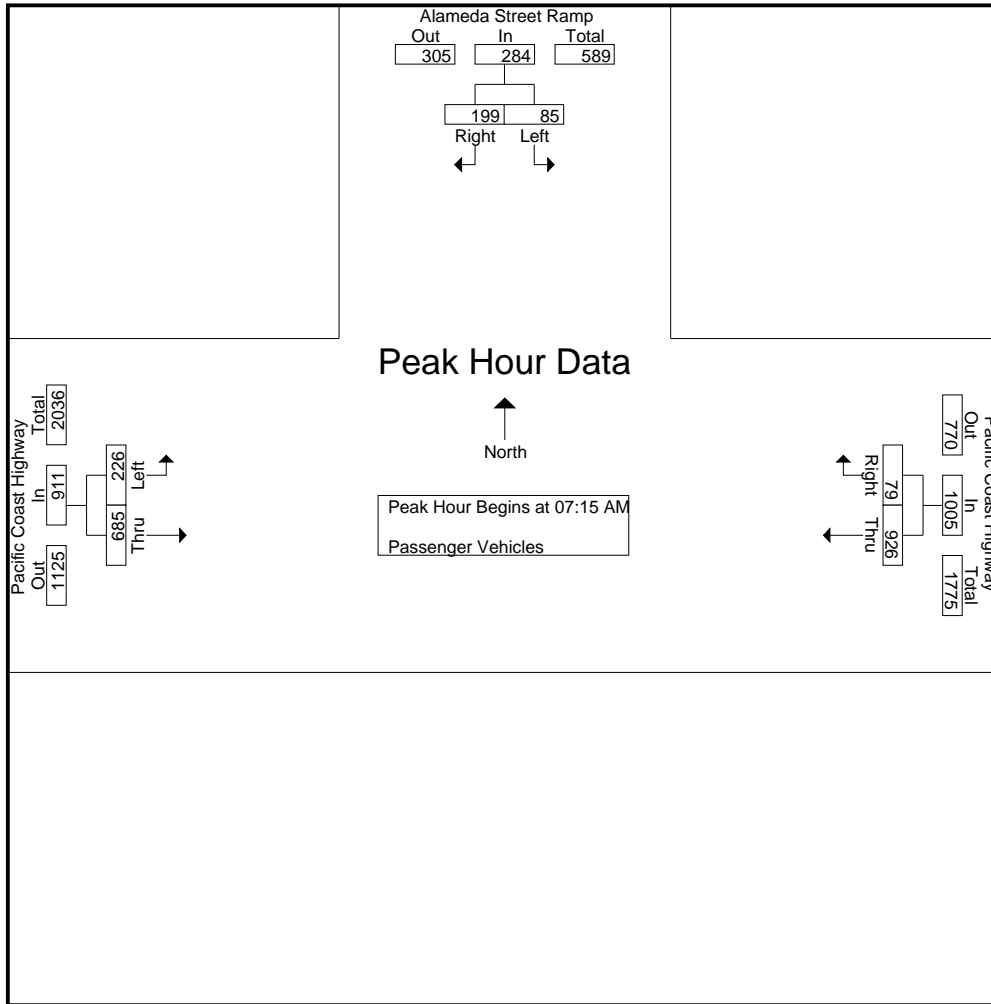
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:15 AM	24	48	72	229	10	239	42	159	201	512
07:30 AM	22	57	79	270	27	297	72	223	295	671
07:45 AM	20	56	76	220	25	245	66	168	234	555
08:00 AM	19	38	57	207	17	224	46	135	181	462
Total Volume	85	199	284	926	79	1005	226	685	911	2200
% App. Total	29.9	70.1		92.1	7.9		24.8	75.2		
PHF	.885	.873	.899	.857	.731	.846	.785	.768	.772	.820

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	24	48	72	229	10	239	42	159	201
+15 mins.	22	57	79	270	27	297	72	223	295
+30 mins.	20	56	76	220	25	245	66	168	234
+45 mins.	19	38	57	207	17	224	46	135	181
Total Volume	85	199	284	926	79	1005	226	685	911
% App. Total	29.9	70.1		92.1	7.9		24.8	75.2	
PHF	.885	.873	.899	.857	.731	.846	.785	.768	.772

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

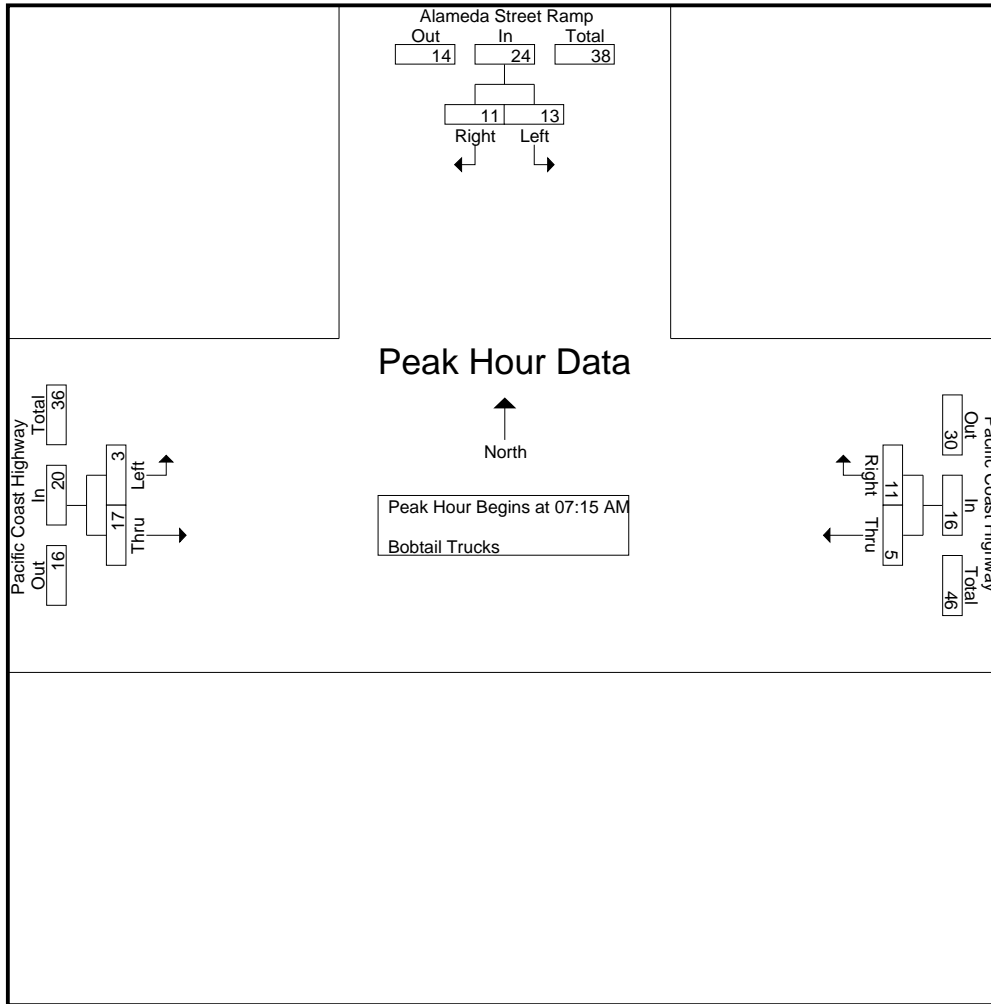
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	1	2	0	1	1	3
07:15 AM	3	3	6	2	2	4	3	1	4	14
07:30 AM	3	4	7	2	3	5	0	3	3	15
07:45 AM	2	1	3	0	3	3	0	5	5	11
Total	8	8	16	5	9	14	3	10	13	43
08:00 AM	5	3	8	1	3	4	0	8	8	20
08:15 AM	3	2	5	3	2	5	1	11	12	22
08:30 AM	3	1	4	1	10	11	2	7	9	24
08:45 AM	2	2	4	1	3	4	1	5	6	14
Total	13	8	21	6	18	24	4	31	35	80
Grand Total	21	16	37	11	27	38	7	41	48	123
Apprch %	56.8	43.2		28.9	71.1		14.6	85.4		
Total %	17.1	13	30.1	8.9	22	30.9	5.7	33.3	39	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	3	6	2	2	4	3	1	4	14
07:30 AM	3	4	7	2	3	5	0	3	3	15
07:45 AM	2	1	3	0	3	3	0	5	5	11
08:00 AM	5	3	8	1	3	4	0	8	8	20
Total Volume	13	11	24	5	11	16	3	17	20	60
% App. Total	54.2	45.8		31.2	68.8		15	85		
PHF	.650	.688	.750	.625	.917	.800	.250	.531	.625	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	3	3	6	2	2	4	3	1	4
+15 mins.	3	4	7	2	3	5	0	3	3
+30 mins.	2	1	3	0	3	3	0	5	5
+45 mins.	5	3	8	1	3	4	0	8	8
Total Volume	13	11	24	5	11	16	3	17	20
% App. Total	54.2	45.8		31.2	68.8		15	85	
PHF	.650	.688	.750	.625	.917	.800	.250	.531	.625

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

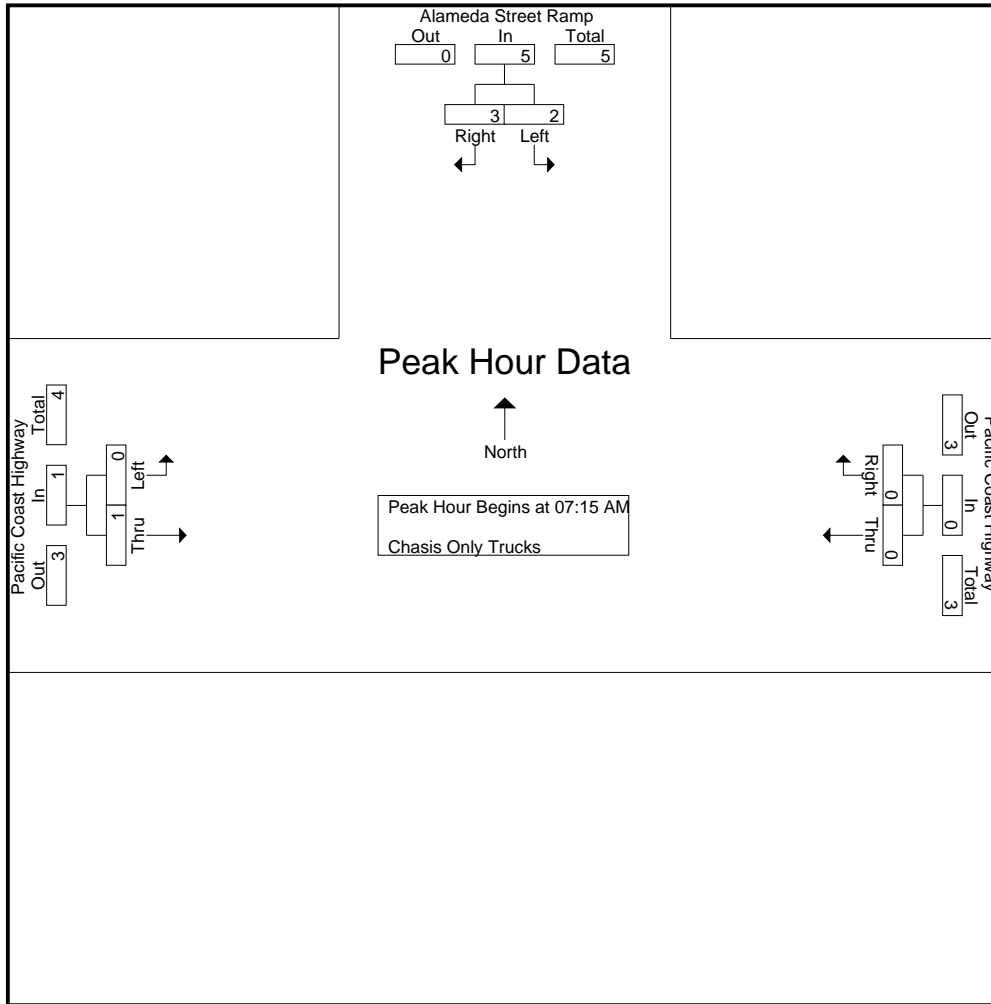
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	2	0	2	0	0	0	0	0	0	2
Total	2	1	3	0	0	0	0	0	0	3
08:00 AM	0	2	2	0	0	0	0	1	1	3
08:15 AM	0	0	0	0	0	0	0	3	3	3
08:30 AM	1	0	1	0	0	0	1	1	2	3
08:45 AM	1	0	1	5	2	7	1	3	4	12
Total	2	2	4	5	2	7	2	8	10	21
Grand Total	4	3	7	5	2	7	2	8	10	24
Apprch %	57.1	42.9		71.4	28.6		20	80		
Total %	16.7	12.5	29.2	20.8	8.3	29.2	8.3	33.3	41.7	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	2	0	2	0	0	0	0	0	0	2
08:00 AM	0	2	2	0	0	0	0	1	1	3
Total Volume	2	3	5	0	0	0	0	1	1	6
% App. Total	40	60		0	0		0	100		
PHF	.250	.375	.625	.000	.000	.000	.000	.250	.250	.500

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	1	0	0	0	0	0	0
+30 mins.	2	0	2	0	0	0	0	0	0
+45 mins.	0	2	2	0	0	0	0	1	1
Total Volume	2	3	5	0	0	0	0	1	1
% App. Total	40	60		0	0		0	100	
PHF	.250	.375	.625	.000	.000	.000	.000	.250	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

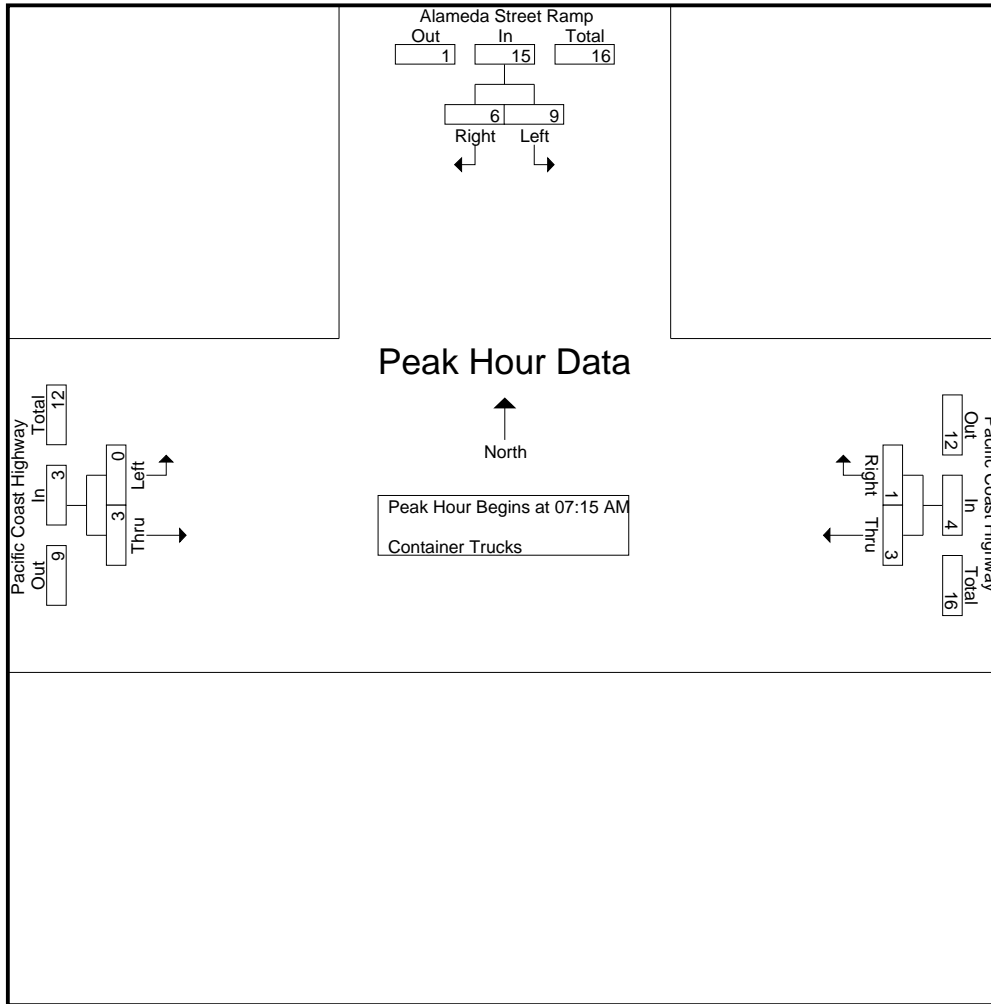
Groups Printed- Container Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	5	1	6	0	0	0	0	0	0	6
07:15 AM	1	1	2	1	0	1	0	2	2	5
07:30 AM	0	1	1	2	1	3	0	1	1	5
07:45 AM	2	2	4	0	0	0	0	0	0	4
Total	8	5	13	3	1	4	0	3	3	20
08:00 AM	6	2	8	0	0	0	0	0	0	8
08:15 AM	5	1	6	1	1	2	0	2	2	10
08:30 AM	6	0	6	2	1	3	0	1	1	10
08:45 AM	6	0	6	4	1	5	2	2	4	15
Total	23	3	26	7	3	10	2	5	7	43
Grand Total	31	8	39	10	4	14	2	8	10	63
Apprch %	79.5	20.5		71.4	28.6		20	80		
Total %	49.2	12.7	61.9	15.9	6.3	22.2	3.2	12.7	15.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	1	2	1	0	1	0	2	2	5
07:30 AM	0	1	1	2	1	3	0	1	1	5
07:45 AM	2	2	4	0	0	0	0	0	0	4
08:00 AM	6	2	8	0	0	0	0	0	0	8
Total Volume	9	6	15	3	1	4	0	3	3	22
% App. Total	60	40		75	25		0	100		
PHF	.375	.750	.469	.375	.250	.333	.000	.375	.375	.688

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	1	2	1	0	1	0	2	2
+15 mins.	0	1	1	2	1	3	0	1	1
+30 mins.	2	2	4	0	0	0	0	0	0
+45 mins.	6	2	8	0	0	0	0	0	0
Total Volume	9	6	15	3	1	4	0	3	3
% App. Total	60	40		75	25		0	100	
PHF	.375	.750	.469	.375	.250	.333	.000	.375	.375

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

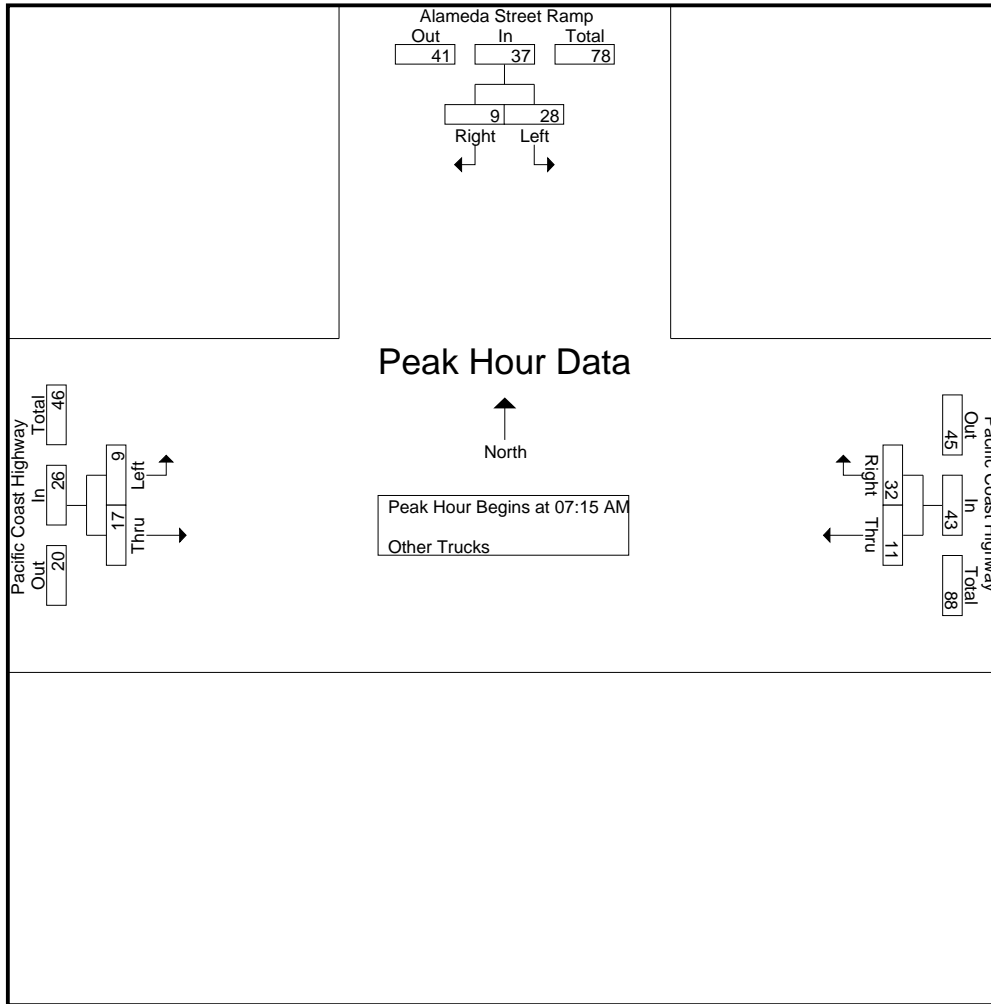
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	4	2	6	4	5	9	2	2	4	19
07:15 AM	7	2	9	6	4	10	2	6	8	27
07:30 AM	8	3	11	1	13	14	2	2	4	29
07:45 AM	5	1	6	2	4	6	4	6	10	22
Total	24	8	32	13	26	39	10	16	26	97
08:00 AM	8	3	11	2	11	13	1	3	4	28
08:15 AM	7	2	9	1	5	6	2	8	10	25
08:30 AM	8	3	11	9	11	20	3	6	9	40
08:45 AM	6	3	9	9	9	18	5	8	13	40
Total	29	11	40	21	36	57	11	25	36	133
Grand Total	53	19	72	34	62	96	21	41	62	230
Apprch %	73.6	26.4		35.4	64.6		33.9	66.1		
Total %	23	8.3	31.3	14.8	27	41.7	9.1	17.8	27	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	7	2	9	6	4	10	2	6	8	27
07:30 AM	8	3	11	1	13	14	2	2	4	29
07:45 AM	5	1	6	2	4	6	4	6	10	22
08:00 AM	8	3	11	2	11	13	1	3	4	28
Total Volume	28	9	37	11	32	43	9	17	26	106
% App. Total	75.7	24.3		25.6	74.4		34.6	65.4		
PHF	.875	.750	.841	.458	.615	.768	.563	.708	.650	.914

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHAM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	7	2	9	6	4	10	2	6	8
+15 mins.	8	3	11	1	13	14	2	2	4
+30 mins.	5	1	6	2	4	6	4	6	10
+45 mins.	8	3	11	2	11	13	1	3	4
Total Volume	28	9	37	11	32	43	9	17	26
% App. Total	75.7	24.3		25.6	74.4		34.6	65.4	
PHF	.875	.750	.841	.458	.615	.768	.563	.708	.650

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

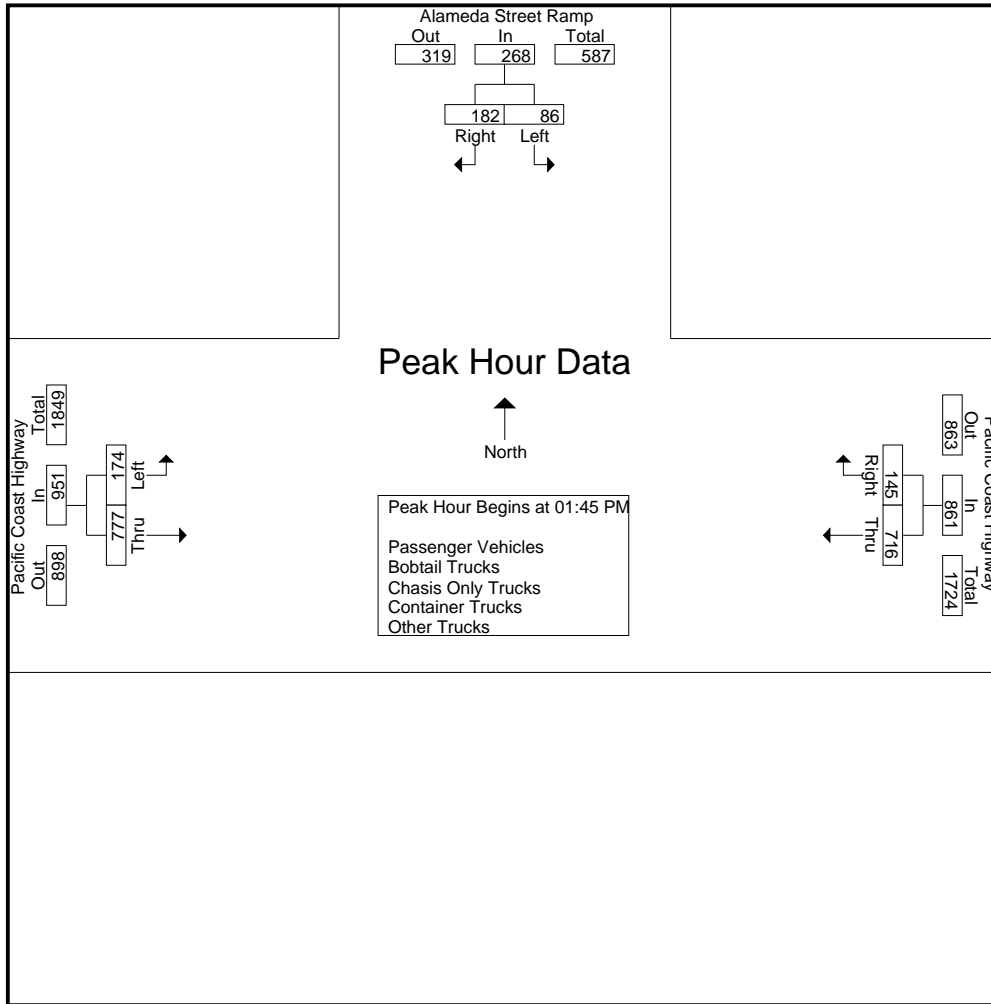
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	20	43	63	142	19	161	47	161	208	432
01:15 PM	23	51	74	157	27	184	35	161	196	454
01:30 PM	43	38	81	186	29	215	39	186	225	521
01:45 PM	20	53	73	204	35	239	37	195	232	544
Total	106	185	291	689	110	799	158	703	861	1951
02:00 PM	20	37	57	177	45	222	45	208	253	532
02:15 PM	20	42	62	151	33	184	47	182	229	475
02:30 PM	26	50	76	184	32	216	45	192	237	529
02:45 PM	37	76	113	180	25	205	51	168	219	537
Total	103	205	308	692	135	827	188	750	938	2073
Grand Total	209	390	599	1381	245	1626	346	1453	1799	4024
Apprch %	34.9	65.1		84.9	15.1		19.2	80.8		
Total %	5.2	9.7	14.9	34.3	6.1	40.4	8.6	36.1	44.7	
Passenger Vehicles	136	338	474	1245	142	1387	308	1334	1642	3503
% Passenger Vehicles	65.1	86.7	79.1	90.2	58	85.3	89	91.8	91.3	87.1
Bobtail Trucks	30	13	43	37	32	69	13	29	42	154
% Bobtail Trucks	14.4	3.3	7.2	2.7	13.1	4.2	3.8	2	2.3	3.8
Chasis Only Trucks	8	5	13	10	10	20	4	11	15	48
% Chasis Only Trucks	3.8	1.3	2.2	0.7	4.1	1.2	1.2	0.8	0.8	1.2
Container Trucks	17	13	30	56	34	90	5	42	47	167
% Container Trucks	8.1	3.3	5	4.1	13.9	5.5	1.4	2.9	2.6	4.2
Other Trucks	18	21	39	33	27	60	16	37	53	152
% Other Trucks	8.6	5.4	6.5	2.4	11	3.7	4.6	2.5	2.9	3.8

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 01:45 PM										
01:45 PM	20	53	73	204	35	239	37	195	232	544
02:00 PM	20	37	57	177	45	222	45	208	253	532
02:15 PM	20	42	62	151	33	184	47	182	229	475
02:30 PM	26	50	76	184	32	216	45	192	237	529
Total Volume	86	182	268	716	145	861	174	777	951	2080
% App. Total	32.1	67.9		83.2	16.8		18.3	81.7		
PHF	.827	.858	.882	.877	.806	.901	.926	.934	.940	.956

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM			01:45 PM			01:45 PM		
+0 mins.	20	37	57	204	35	239	37	195	232
+15 mins.	20	42	62	177	45	222	45	208	253
+30 mins.	26	50	76	151	33	184	47	182	229
+45 mins.	37	76	113	184	32	216	45	192	237
Total Volume	103	205	308	716	145	861	174	777	951
% App. Total	33.4	66.6		83.2	16.8		18.3	81.7	
PHF	.696	.674	.681	.877	.806	.901	.926	.934	.940

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 00000063
 Start Date : 2/29/2012
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Groups Printed- Passenger Vehicles

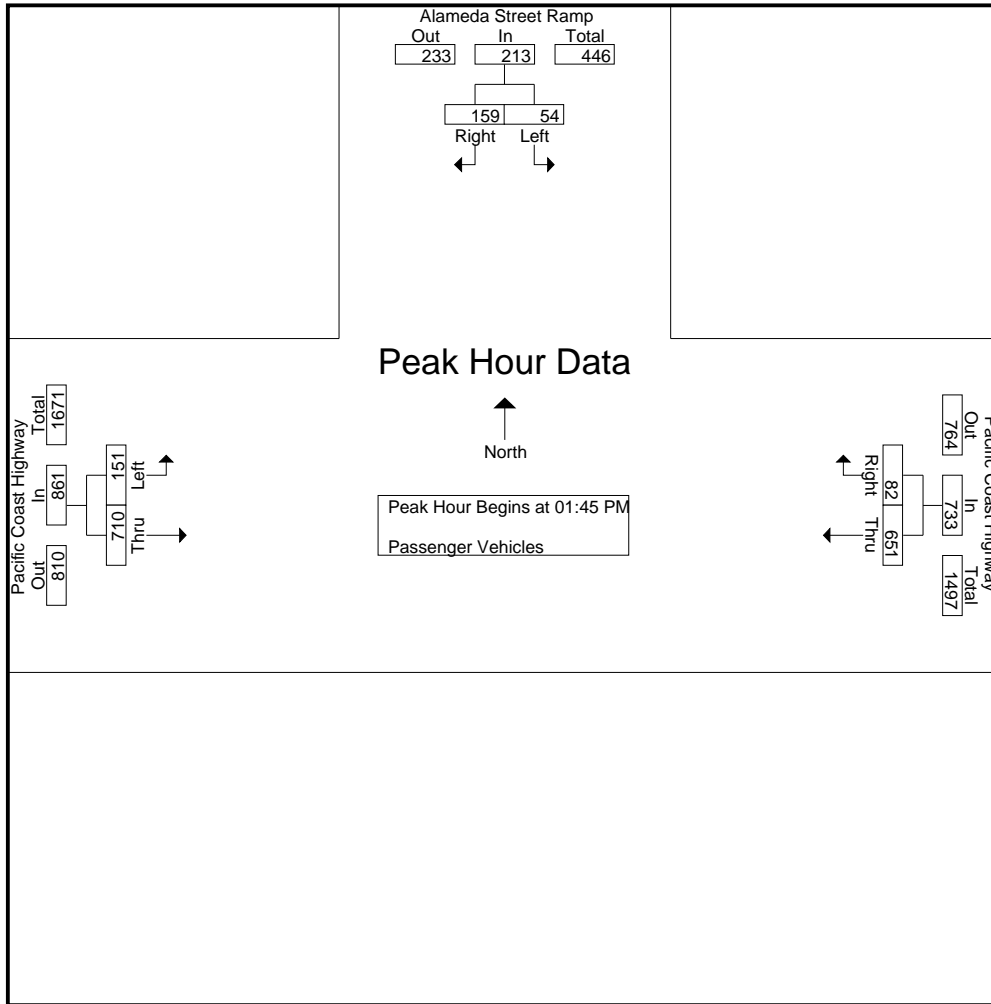
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	17	36	53	125	13	138	43	151	194	385
01:15 PM	16	40	56	147	13	160	29	147	176	392
01:30 PM	31	34	65	164	18	182	37	170	207	454
01:45 PM	17	47	64	188	23	211	33	174	207	482
Total	81	157	238	624	67	691	142	642	784	1713
02:00 PM	12	31	43	162	23	185	42	188	230	458
02:15 PM	11	36	47	134	20	154	36	167	203	404
02:30 PM	14	45	59	167	16	183	40	181	221	463
02:45 PM	18	69	87	158	16	174	48	156	204	465
Total	55	181	236	621	75	696	166	692	858	1790
Grand Total	136	338	474	1245	142	1387	308	1334	1642	3503
Apprch %	28.7	71.3		89.8	10.2		18.8	81.2		
Total %	3.9	9.6	13.5	35.5	4.1	39.6	8.8	38.1	46.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	17	47	64	188	23	211	33	174	207	482
02:00 PM	12	31	43	162	23	185	42	188	230	458
02:15 PM	11	36	47	134	20	154	36	167	203	404
02:30 PM	14	45	59	167	16	183	40	181	221	463
Total Volume	54	159	213	651	82	733	151	710	861	1807
% App. Total	25.4	74.6		88.8	11.2		17.5	82.5		
PHF	.794	.846	.832	.866	.891	.868	.899	.944	.936	.937

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	17	47	64	188	23	211	33	174	207
+15 mins.	12	31	43	162	23	185	42	188	230
+30 mins.	11	36	47	134	20	154	36	167	203
+45 mins.	14	45	59	167	16	183	40	181	221
Total Volume	54	159	213	651	82	733	151	710	861
% App. Total	25.4	74.6		88.8	11.2		17.5	82.5	
PHF	.794	.846	.832	.866	.891	.868	.899	.944	.936

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
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Groups Printed- Bobtail Trucks

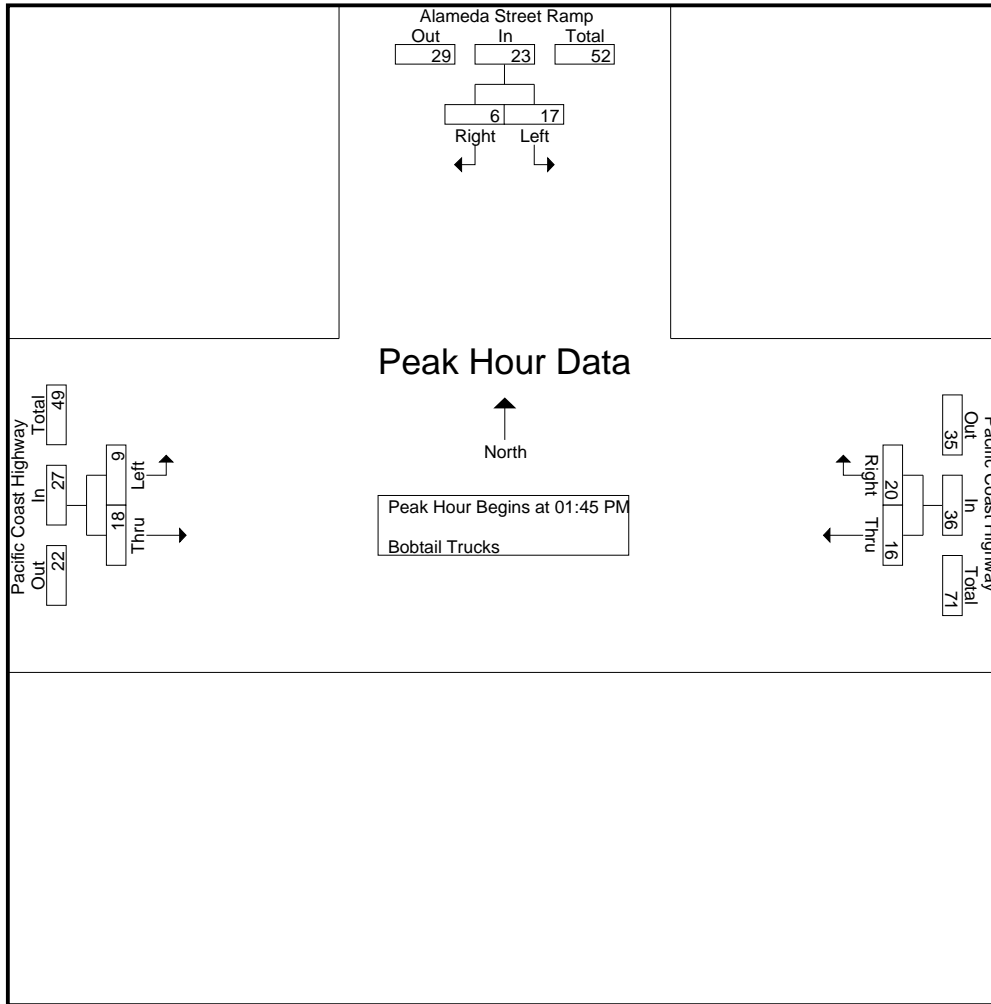
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	5	6	3	0	3	0	0	0	9
01:15 PM	2	2	4	4	2	6	4	2	6	16
01:30 PM	4	0	4	7	7	14	0	4	4	22
01:45 PM	2	2	4	4	2	6	2	4	6	16
Total	9	9	18	18	11	29	6	10	16	63
02:00 PM	4	3	7	6	7	13	1	6	7	27
02:15 PM	4	1	5	1	5	6	5	4	9	20
02:30 PM	7	0	7	5	6	11	1	4	5	23
02:45 PM	6	0	6	7	3	10	0	5	5	21
Total	21	4	25	19	21	40	7	19	26	91
Grand Total	30	13	43	37	32	69	13	29	42	154
Apprch %	69.8	30.2		53.6	46.4		31	69		
Total %	19.5	8.4	27.9	24	20.8	44.8	8.4	18.8	27.3	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	2	2	4	4	2	6	2	4	6	16
02:00 PM	4	3	7	6	7	13	1	6	7	27
02:15 PM	4	1	5	1	5	6	5	4	9	20
02:30 PM	7	0	7	5	6	11	1	4	5	23
Total Volume	17	6	23	16	20	36	9	18	27	86
% App. Total	73.9	26.1		44.4	55.6		33.3	66.7		
PHF	.607	.500	.821	.667	.714	.692	.450	.750	.750	.796

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	2	2	4	4	2	6	2	4	6
+15 mins.	4	3	7	6	7	13	1	6	7
+30 mins.	4	1	5	1	5	6	5	4	9
+45 mins.	7	0	7	5	6	11	1	4	5
Total Volume	17	6	23	16	20	36	9	18	27
% App. Total	73.9	26.1		44.4	55.6		33.3	66.7	
PHF	.607	.500	.821	.667	.714	.692	.450	.750	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 00000063
 Start Date : 2/29/2012
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Groups Printed- Chasis Only Trucks

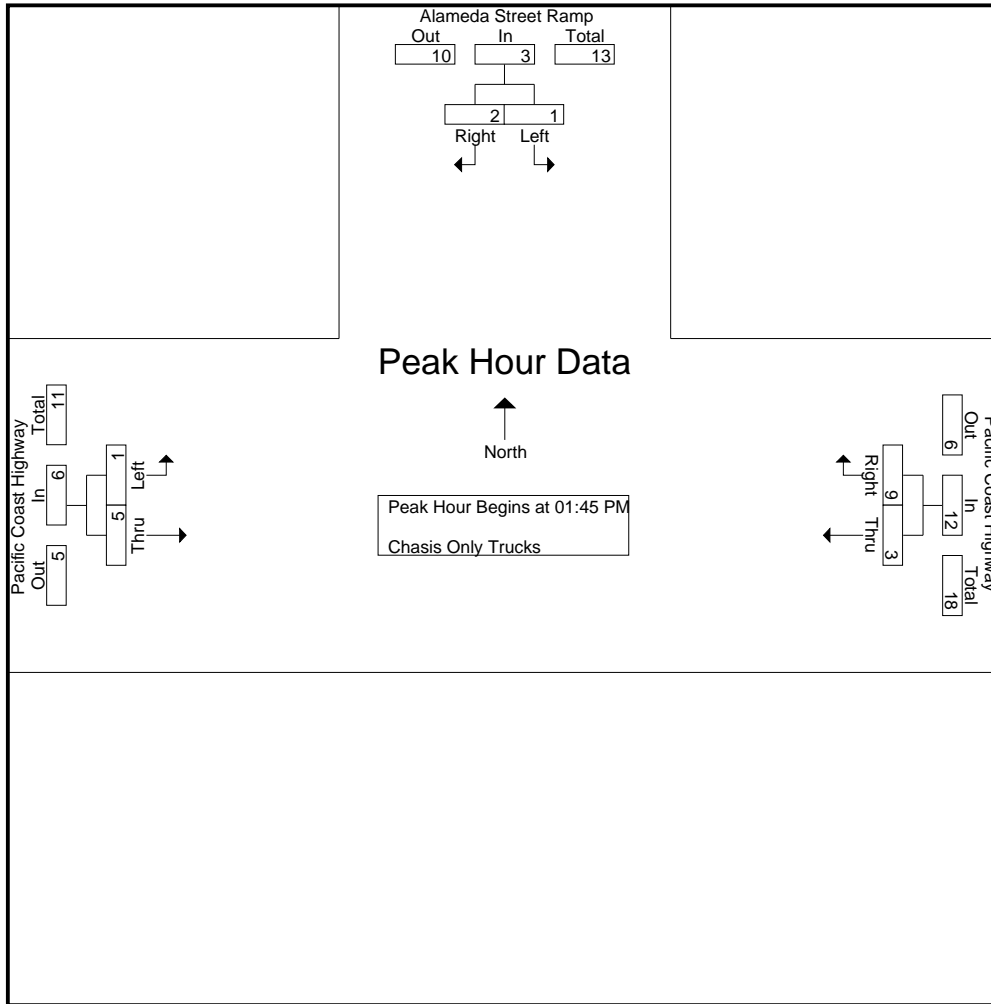
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	0	0	0	0	1	1	1	2	3	4
01:15 PM	2	2	4	1	0	1	0	0	0	5
01:30 PM	3	0	3	4	0	4	0	3	3	10
01:45 PM	0	1	1	1	1	2	0	2	2	5
Total	5	3	8	6	2	8	1	7	8	24
02:00 PM	0	0	0	1	4	5	1	1	2	7
02:15 PM	1	0	1	1	3	4	0	1	1	6
02:30 PM	0	1	1	0	1	1	0	1	1	3
02:45 PM	2	1	3	2	0	2	2	1	3	8
Total	3	2	5	4	8	12	3	4	7	24
Grand Total	8	5	13	10	10	20	4	11	15	48
Apprch %	61.5	38.5		50	50		26.7	73.3		
Total %	16.7	10.4	27.1	20.8	20.8	41.7	8.3	22.9	31.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	0	1	1	1	1	2	0	2	2	5
02:00 PM	0	0	0	1	4	5	1	1	2	7
02:15 PM	1	0	1	1	3	4	0	1	1	6
02:30 PM	0	1	1	0	1	1	0	1	1	3
Total Volume	1	2	3	3	9	12	1	5	6	21
% App. Total	33.3	66.7		25	75		16.7	83.3		
PHF	.250	.500	.750	.750	.563	.600	.250	.625	.750	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	1	1	1	1	2	0	2	2
+15 mins.	0	0	0	1	4	5	1	1	2
+30 mins.	1	0	1	1	3	4	0	1	1
+45 mins.	0	1	1	0	1	1	0	1	1
Total Volume	1	2	3	3	9	12	1	5	6
% App. Total	33.3	66.7		25	75		16.7	83.3	
PHF	.250	.500	.750	.750	.563	.600	.250	.625	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

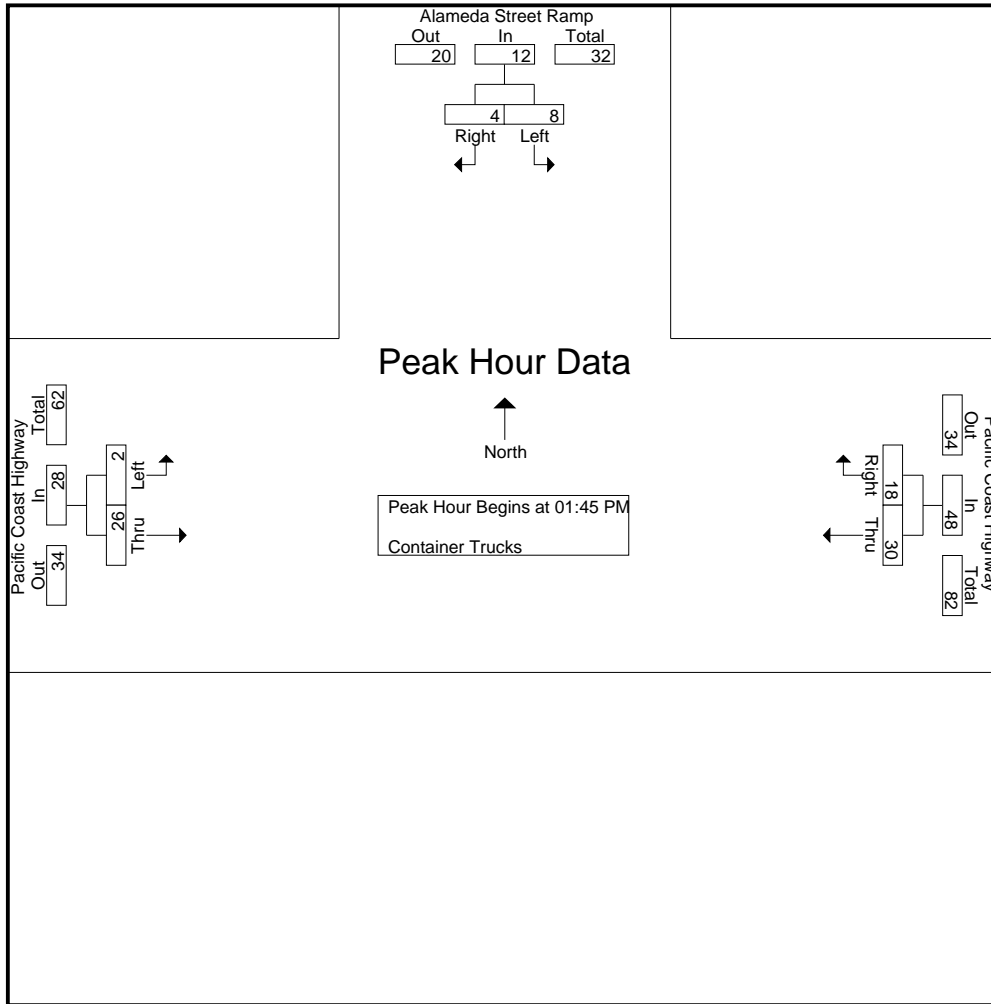
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	0	1	8	3	11	1	3	4	16
01:15 PM	0	4	4	4	7	11	1	6	7	22
01:30 PM	1	2	3	5	2	7	1	3	4	14
01:45 PM	1	1	2	8	5	13	0	11	11	26
Total	3	7	10	25	17	42	3	23	26	78
02:00 PM	1	1	2	5	7	12	1	7	8	22
02:15 PM	2	1	3	8	2	10	1	5	6	19
02:30 PM	4	1	5	9	4	13	0	3	3	21
02:45 PM	7	3	10	9	4	13	0	4	4	27
Total	14	6	20	31	17	48	2	19	21	89
Grand Total	17	13	30	56	34	90	5	42	47	167
Apprch %	56.7	43.3		62.2	37.8		10.6	89.4		
Total %	10.2	7.8	18	33.5	20.4	53.9	3	25.1	28.1	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	1	1	2	8	5	13	0	11	11	26
02:00 PM	1	1	2	5	7	12	1	7	8	22
02:15 PM	2	1	3	8	2	10	1	5	6	19
02:30 PM	4	1	5	9	4	13	0	3	3	21
Total Volume	8	4	12	30	18	48	2	26	28	88
% App. Total	66.7	33.3		62.5	37.5		7.1	92.9		
PHF	.500	1.00	.600	.833	.643	.923	.500	.591	.636	.846

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	1	1	2	8	5	13	0	11	11
+15 mins.	1	1	2	5	7	12	1	7	8
+30 mins.	2	1	3	8	2	10	1	5	6
+45 mins.	4	1	5	9	4	13	0	3	3
Total Volume	8	4	12	30	18	48	2	26	28
% App. Total	66.7	33.3		62.5	37.5		7.1	92.9	
PHF	.500	1.000	.600	.833	.643	.923	.500	.591	.636

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

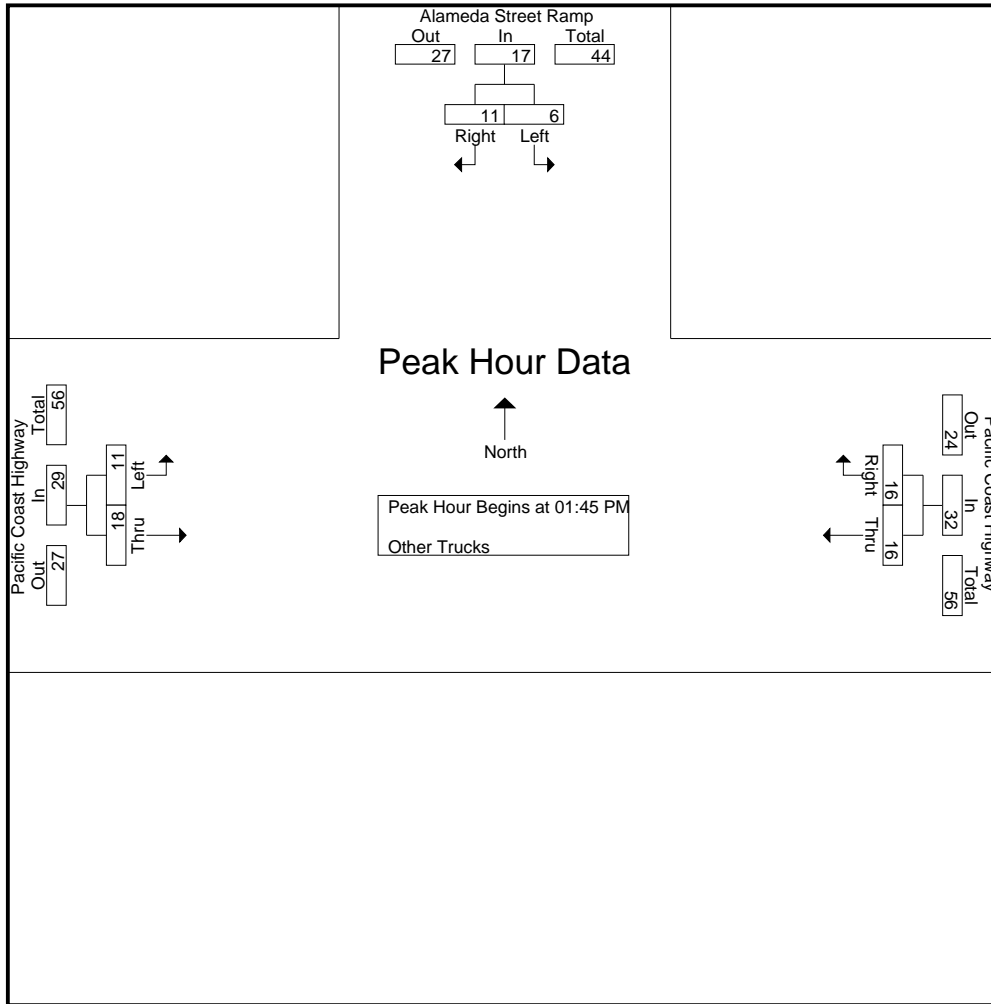
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:00 PM	1	2	3	6	2	8	2	5	7	18
01:15 PM	3	3	6	1	5	6	1	6	7	19
01:30 PM	4	2	6	6	2	8	1	6	7	21
01:45 PM	0	2	2	3	4	7	2	4	6	15
Total	8	9	17	16	13	29	6	21	27	73
02:00 PM	3	2	5	3	4	7	0	6	6	18
02:15 PM	2	4	6	7	3	10	5	5	10	26
02:30 PM	1	3	4	3	5	8	4	3	7	19
02:45 PM	4	3	7	4	2	6	1	2	3	16
Total	10	12	22	17	14	31	10	16	26	79
Grand Total	18	21	39	33	27	60	16	37	53	152
Apprch %	46.2	53.8		55	45		30.2	69.8		
Total %	11.8	13.8	25.7	21.7	17.8	39.5	10.5	24.3	34.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
01:45 PM	0	2	2	3	4	7	2	4	6	15
02:00 PM	3	2	5	3	4	7	0	6	6	18
02:15 PM	2	4	6	7	3	10	5	5	10	26
02:30 PM	1	3	4	3	5	8	4	3	7	19
Total Volume	6	11	17	16	16	32	11	18	29	78
% App. Total	35.3	64.7		50	50		37.9	62.1		
PHF	.500	.688	.708	.571	.800	.800	.550	.750	.725	.750

Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 01:45 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHMD
 Site Code : 0000063
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Peak Hour Analysis From 01:45 PM to 02:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:45 PM			01:45 PM			01:45 PM		
+0 mins.	0	2	2	3	4	7	2	4	6
+15 mins.	3	2	5	3	4	7	0	6	6
+30 mins.	2	4	6	7	3	10	5	5	10
+45 mins.	1	3	4	3	5	8	4	3	7
Total Volume	6	11	17	16	16	32	11	18	29
% App. Total	35.3	64.7		50	50		37.9	62.1	
PHF	.500	.688	.708	.571	.800	.800	.550	.750	.725

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

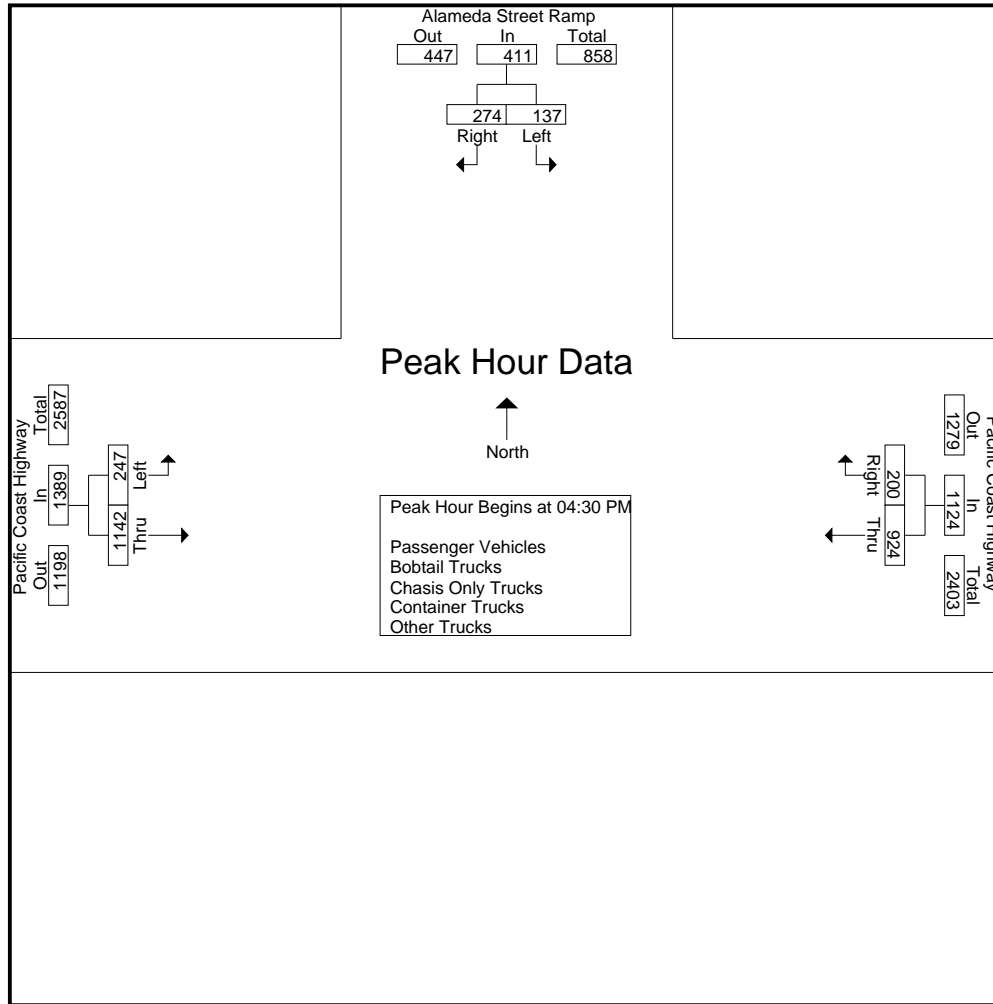
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	30	61	91	195	26	221	40	200	240	552
04:15 PM	41	62	103	230	39	269	58	256	314	686
04:30 PM	52	69	121	252	69	321	64	309	373	815
04:45 PM	36	66	102	228	39	267	50	284	334	703
Total	159	258	417	905	173	1078	212	1049	1261	2756
05:00 PM	30	68	98	183	60	243	72	269	341	682
05:15 PM	19	71	90	261	32	293	61	280	341	724
05:30 PM	52	57	109	194	42	236	54	284	338	683
05:45 PM	32	51	83	205	25	230	50	217	267	580
Total	133	247	380	843	159	1002	237	1050	1287	2669
Grand Total	292	505	797	1748	332	2080	449	2099	2548	5425
Apprch %	36.6	63.4		84	16		17.6	82.4		
Total %	5.4	9.3	14.7	32.2	6.1	38.3	8.3	38.7	47	
Passenger Vehicles	201	468	669	1668	276	1944	422	2002	2424	5037
% Passenger Vehicles	68.8	92.7	83.9	95.4	83.1	93.5	94	95.4	95.1	92.8
Bobtail Trucks	46	9	55	27	35	62	12	32	44	161
% Bobtail Trucks	15.8	1.8	6.9	1.5	10.5	3	2.7	1.5	1.7	3
Chasis Only Trucks	7	2	9	4	2	6	0	1	1	16
% Chasis Only Trucks	2.4	0.4	1.1	0.2	0.6	0.3	0	0	0	0.3
Container Trucks	28	12	40	27	9	36	9	40	49	125
% Container Trucks	9.6	2.4	5	1.5	2.7	1.7	2	1.9	1.9	2.3
Other Trucks	10	14	24	22	10	32	6	24	30	86
% Other Trucks	3.4	2.8	3	1.3	3	1.5	1.3	1.1	1.2	1.6

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	52	69	121	252	69	321	64	309	373	815
04:45 PM	36	66	102	228	39	267	50	284	334	703
05:00 PM	30	68	98	183	60	243	72	269	341	682
05:15 PM	19	71	90	261	32	293	61	280	341	724
Total Volume	137	274	411	924	200	1124	247	1142	1389	2924
% App. Total	33.3	66.7		82.2	17.8		17.8	82.2		
PHF	.659	.965	.849	.885	.725	.875	.858	.924	.931	.897

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			04:30 PM		
+0 mins.	41	62	103	252	69	321	64	309	373
+15 mins.	52	69	121	228	39	267	50	284	334
+30 mins.	36	66	102	183	60	243	72	269	341
+45 mins.	30	68	98	261	32	293	61	280	341
Total Volume	159	265	424	924	200	1124	247	1142	1389
% App. Total	37.5	62.5		82.2	17.8		17.8	82.2	
PHF	.764	.960	.876	.885	.725	.875	.858	.924	.931

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Passenger Vehicles

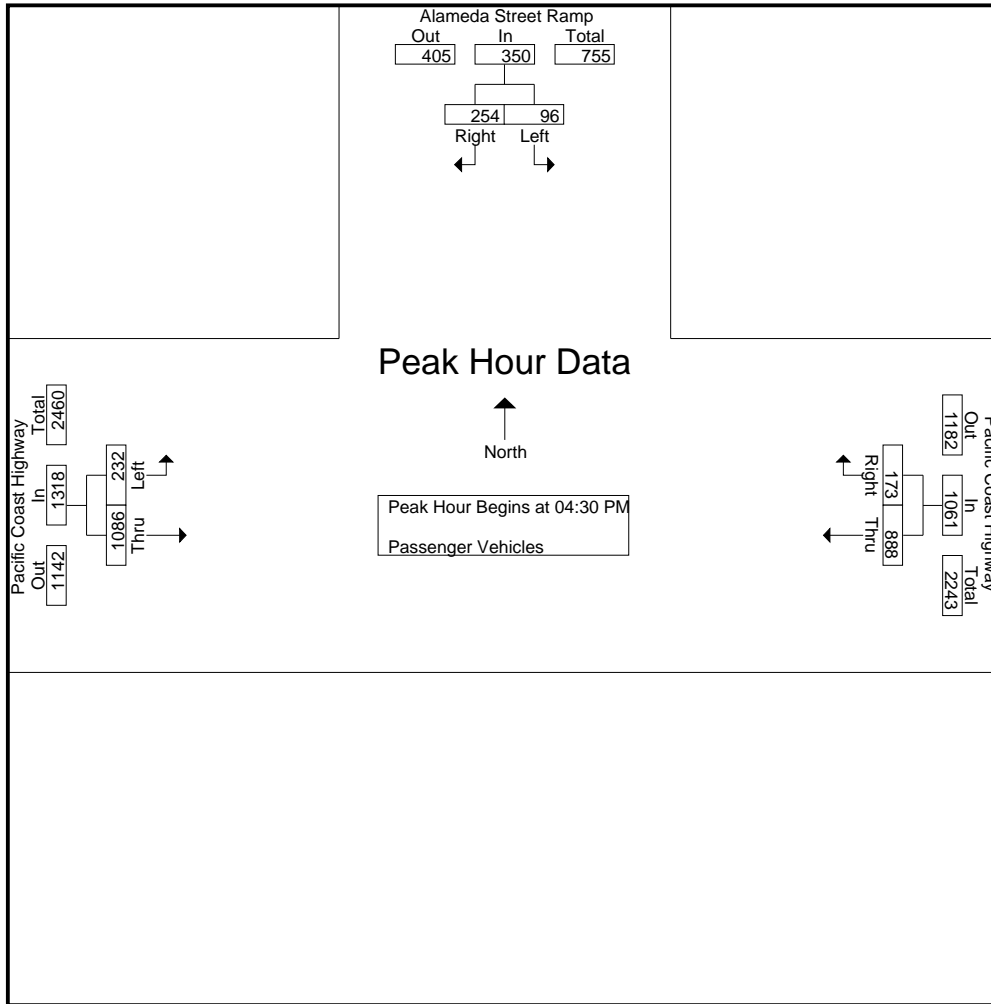
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	20	54	74	179	20	199	36	190	226	499
04:15 PM	32	54	86	210	27	237	55	247	302	625
04:30 PM	36	62	98	236	63	299	58	302	360	757
04:45 PM	26	61	87	217	34	251	47	273	320	658
Total	114	231	345	842	144	986	196	1012	1208	2539
05:00 PM	22	62	84	180	54	234	69	253	322	640
05:15 PM	12	69	81	255	22	277	58	258	316	674
05:30 PM	32	56	88	191	35	226	50	271	321	635
05:45 PM	21	50	71	200	21	221	49	208	257	549
Total	87	237	324	826	132	958	226	990	1216	2498
Grand Total	201	468	669	1668	276	1944	422	2002	2424	5037
Apprch %	30	70		85.8	14.2		17.4	82.6		
Total %	4	9.3	13.3	33.1	5.5	38.6	8.4	39.7	48.1	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	36	62	98	236	63	299	58	302	360	757
04:45 PM	26	61	87	217	34	251	47	273	320	658
05:00 PM	22	62	84	180	54	234	69	253	322	640
05:15 PM	12	69	81	255	22	277	58	258	316	674
Total Volume	96	254	350	888	173	1061	232	1086	1318	2729
% App. Total	27.4	72.6		83.7	16.3		17.6	82.4		
PHF	.667	.920	.893	.871	.687	.887	.841	.899	.915	.901

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	36	62	98	236	63	299	58	302	360
+15 mins.	26	61	87	217	34	251	47	273	320
+30 mins.	22	62	84	180	54	234	69	253	322
+45 mins.	12	69	81	255	22	277	58	258	316
Total Volume	96	254	350	888	173	1061	232	1086	1318
% App. Total	27.4	72.6		83.7	16.3		17.6	82.4	
PHF	.667	.920	.893	.871	.687	.887	.841	.899	.915

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

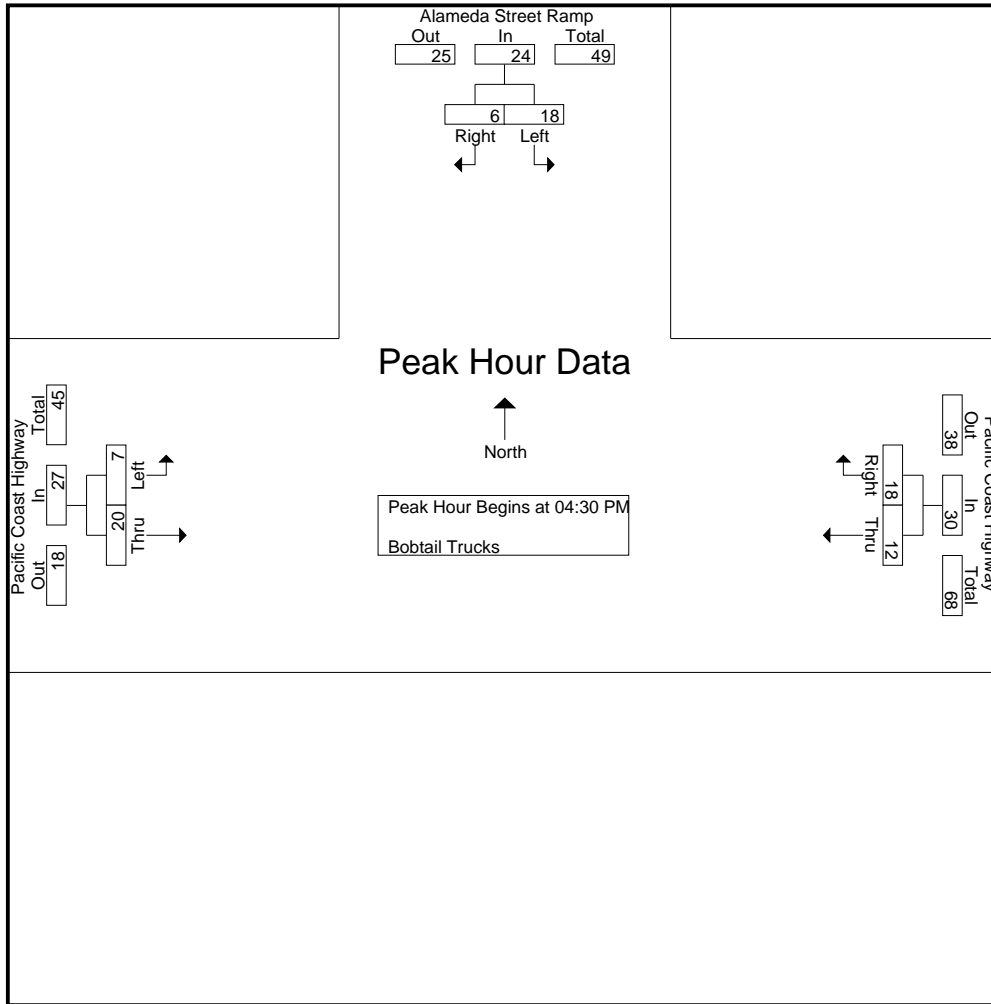
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	5	1	6	4	4	8	2	1	3	17
04:15 PM	5	2	7	9	7	16	2	1	3	26
04:30 PM	5	2	7	5	5	10	3	3	6	23
04:45 PM	6	1	7	3	2	5	1	4	5	17
Total	21	6	27	21	18	39	8	9	17	83
05:00 PM	5	2	7	1	3	4	1	6	7	18
05:15 PM	2	1	3	3	8	11	2	7	9	23
05:30 PM	13	0	13	1	4	5	0	6	6	24
05:45 PM	5	0	5	1	2	3	1	4	5	13
Total	25	3	28	6	17	23	4	23	27	78
Grand Total	46	9	55	27	35	62	12	32	44	161
Apprch %	83.6	16.4		43.5	56.5		27.3	72.7		
Total %	28.6	5.6	34.2	16.8	21.7	38.5	7.5	19.9	27.3	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	5	2	7	5	5	10	3	3	6	23
04:45 PM	6	1	7	3	2	5	1	4	5	17
05:00 PM	5	2	7	1	3	4	1	6	7	18
05:15 PM	2	1	3	3	8	11	2	7	9	23
Total Volume	18	6	24	12	18	30	7	20	27	81
% App. Total	75	25		40	60		25.9	74.1		
PHF	.750	.750	.857	.600	.563	.682	.583	.714	.750	.880

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	5	2	7	5	5	10	3	3	6
+15 mins.	6	1	7	3	2	5	1	4	5
+30 mins.	5	2	7	1	3	4	1	6	7
+45 mins.	2	1	3	3	8	11	2	7	9
Total Volume	18	6	24	12	18	30	7	20	27
% App. Total	75	25		40	60		25.9	74.1	
PHF	.750	.750	.857	.600	.563	.682	.583	.714	.750

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

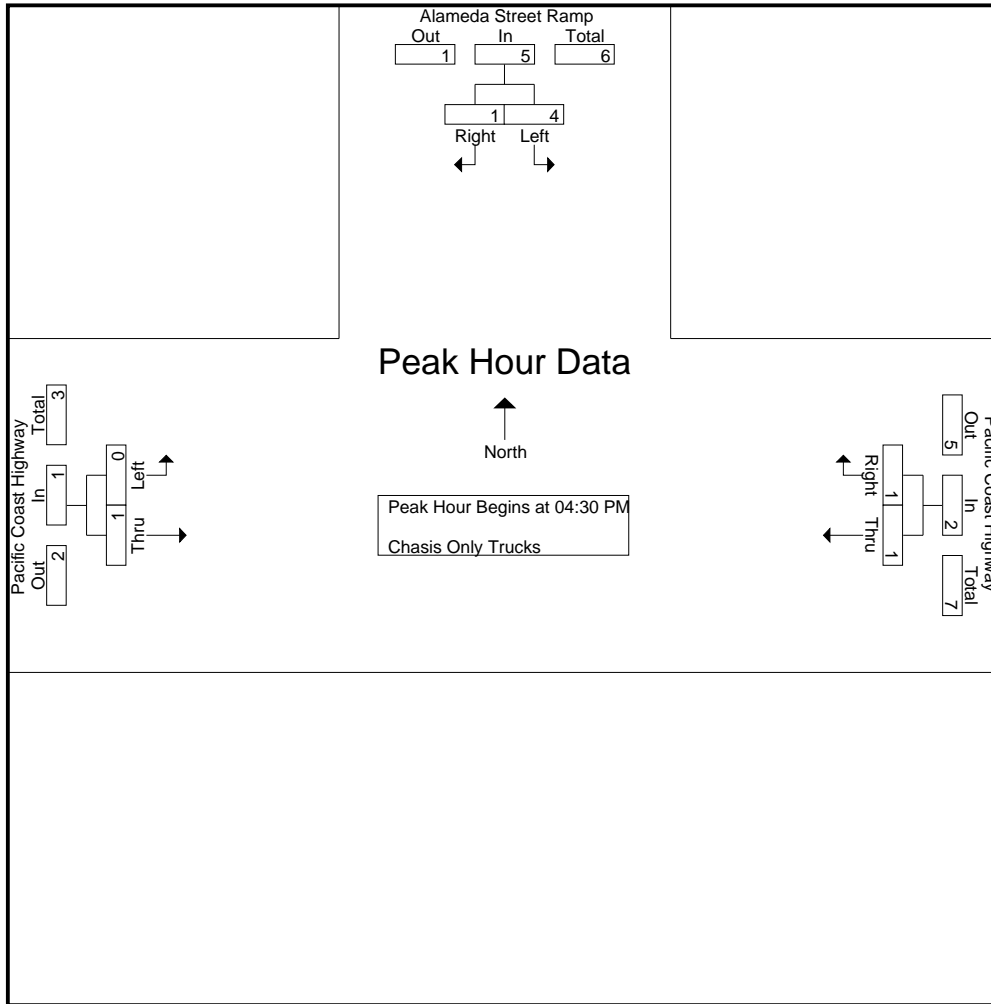
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	2	0	2	0	0	0	2
04:15 PM	1	1	2	1	1	2	0	0	0	4
04:30 PM	3	1	4	0	0	0	0	0	0	4
04:45 PM	1	0	1	1	1	2	0	0	0	3
Total	5	2	7	4	2	6	0	0	0	13
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
05:30 PM	2	0	2	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	1	1	3
Grand Total	7	2	9	4	2	6	0	1	1	16
Apprch %	77.8	22.2		66.7	33.3		0	100		
Total %	43.8	12.5	56.2	25	12.5	37.5	0	6.2	6.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	3	1	4	0	0	0	0	0	0	4
04:45 PM	1	0	1	1	1	2	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	4	1	5	1	1	2	0	1	1	8
% App. Total	80	20		50	50		0	100		
PHF	.333	.250	.313	.250	.250	.250	.000	.250	.250	.500

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	3	1	4	0	0	0	0	0	0
+15 mins.	1	0	1	1	1	2	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	1	1
Total Volume	4	1	5	1	1	2	0	1	1
% App. Total	80	20		50	50		0	100	
PHF	.333	.250	.313	.250	.250	.250	.000	.250	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

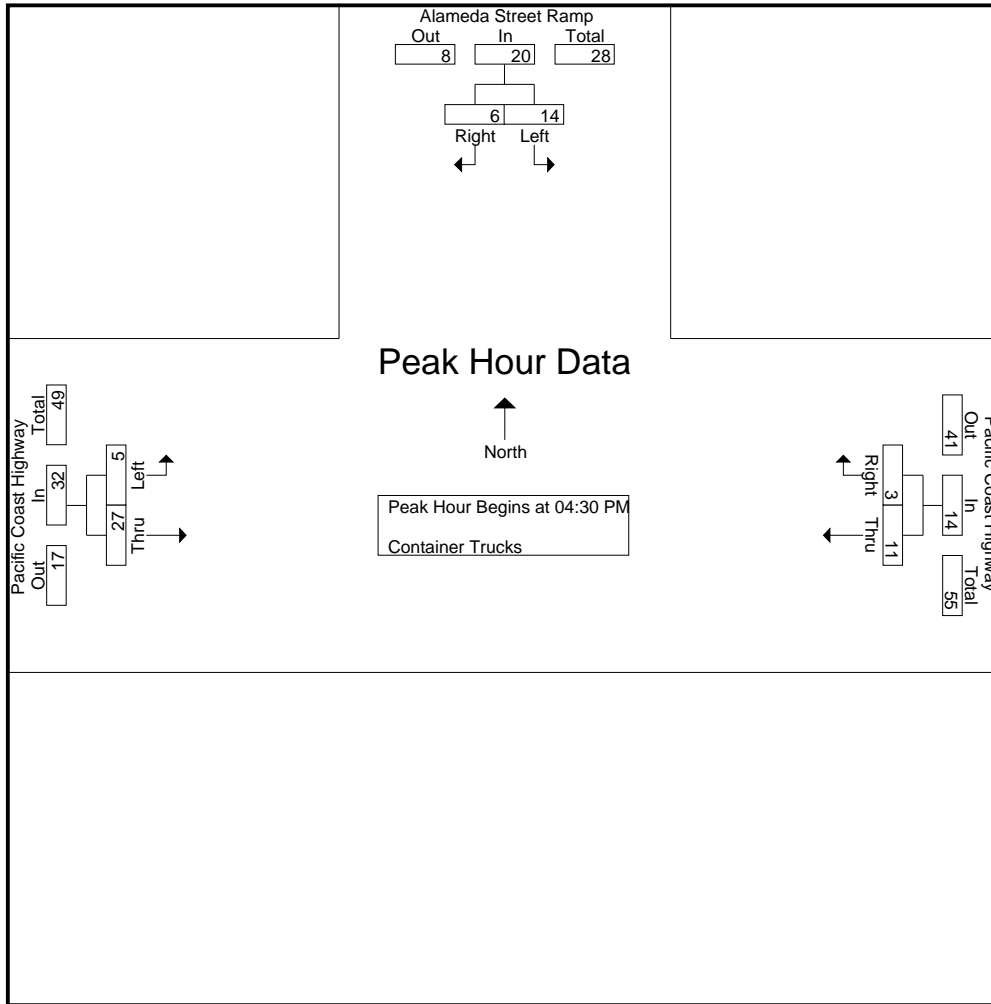
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	5	8	7	1	8	0	3	3	19
04:15 PM	1	1	2	7	2	9	0	3	3	14
04:30 PM	7	3	10	9	0	9	2	1	3	22
04:45 PM	2	0	2	0	0	0	2	5	7	9
Total	13	9	22	23	3	26	4	12	16	64
05:00 PM	1	2	3	0	2	2	1	8	9	14
05:15 PM	4	1	5	2	1	3	0	13	13	21
05:30 PM	5	0	5	0	2	2	4	4	8	15
05:45 PM	5	0	5	2	1	3	0	3	3	11
Total	15	3	18	4	6	10	5	28	33	61
Grand Total	28	12	40	27	9	36	9	40	49	125
Apprch %	70	30		75	25		18.4	81.6		
Total %	22.4	9.6	32	21.6	7.2	28.8	7.2	32	39.2	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	7	3	10	9	0	9	2	1	3	22
04:45 PM	2	0	2	0	0	0	2	5	7	9
05:00 PM	1	2	3	0	2	2	1	8	9	14
05:15 PM	4	1	5	2	1	3	0	13	13	21
Total Volume	14	6	20	11	3	14	5	27	32	66
% App. Total	70	30		78.6	21.4		15.6	84.4		
PHF	.500	.500	.500	.306	.375	.389	.625	.519	.615	.750

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	7	3	10	9	0	9	2	1	3
+15 mins.	2	0	2	0	0	0	2	5	7
+30 mins.	1	2	3	0	2	2	1	8	9
+45 mins.	4	1	5	2	1	3	0	13	13
Total Volume	14	6	20	11	3	14	5	27	32
% App. Total	70	30		78.6	21.4		15.6	84.4	
PHF	.500	.500	.500	.306	.375	.389	.625	.519	.615

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 00000063
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Other Trucks

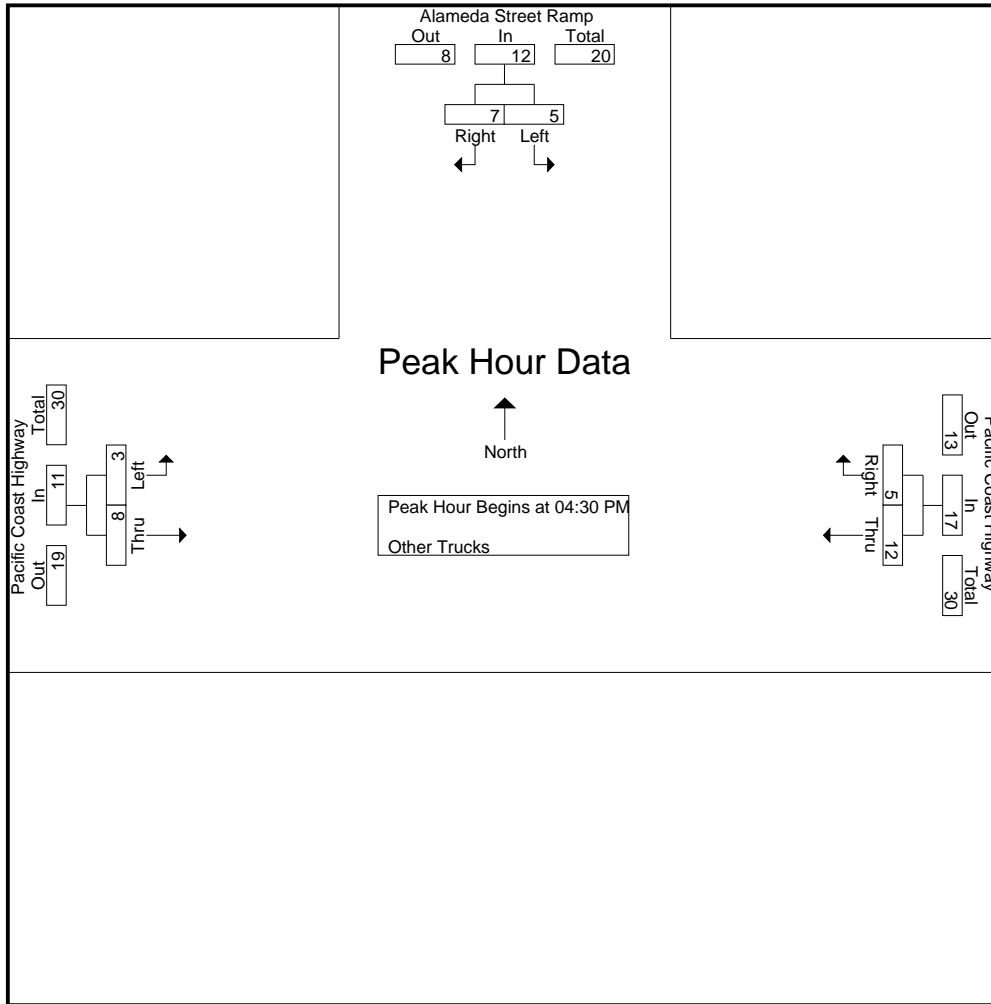
Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	2	1	3	3	1	4	2	6	8	15
04:15 PM	2	4	6	3	2	5	1	5	6	17
04:30 PM	1	1	2	2	1	3	1	3	4	9
04:45 PM	1	4	5	7	2	9	0	2	2	16
Total	6	10	16	15	6	21	4	16	20	57
05:00 PM	2	2	4	2	1	3	1	2	3	10
05:15 PM	1	0	1	1	1	2	1	1	2	5
05:30 PM	0	1	1	2	1	3	0	3	3	7
05:45 PM	1	1	2	2	1	3	0	2	2	7
Total	4	4	8	7	4	11	2	8	10	29
Grand Total	10	14	24	22	10	32	6	24	30	86
Apprch %	41.7	58.3		68.8	31.2		20	80		
Total %	11.6	16.3	27.9	25.6	11.6	37.2	7	27.9	34.9	

Start Time	Alameda Street Ramp Southbound			Pacific Coast Highway Westbound			Pacific Coast Highway Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	1	1	2	2	1	3	1	3	4	9
04:45 PM	1	4	5	7	2	9	0	2	2	16
05:00 PM	2	2	4	2	1	3	1	2	3	10
05:15 PM	1	0	1	1	1	2	1	1	2	5
Total Volume	5	7	12	12	5	17	3	8	11	40
% App. Total	41.7	58.3		70.6	29.4		27.3	72.7		
PHF	.625	.438	.600	.429	.625	.472	.750	.667	.688	.625

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCALPCHPM
 Site Code : 0000063
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	1	1	2	2	1	3	1	3	4
+15 mins.	1	4	5	7	2	9	0	2	2
+30 mins.	2	2	4	2	1	3	1	2	3
+45 mins.	1	0	1	1	1	2	1	1	2
Total Volume	5	7	12	12	5	17	3	8	11
% App. Total	41.7	58.3		70.6	29.4		27.3	72.7	
PHF	.625	.438	.600	.429	.625	.472	.750	.667	.688

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

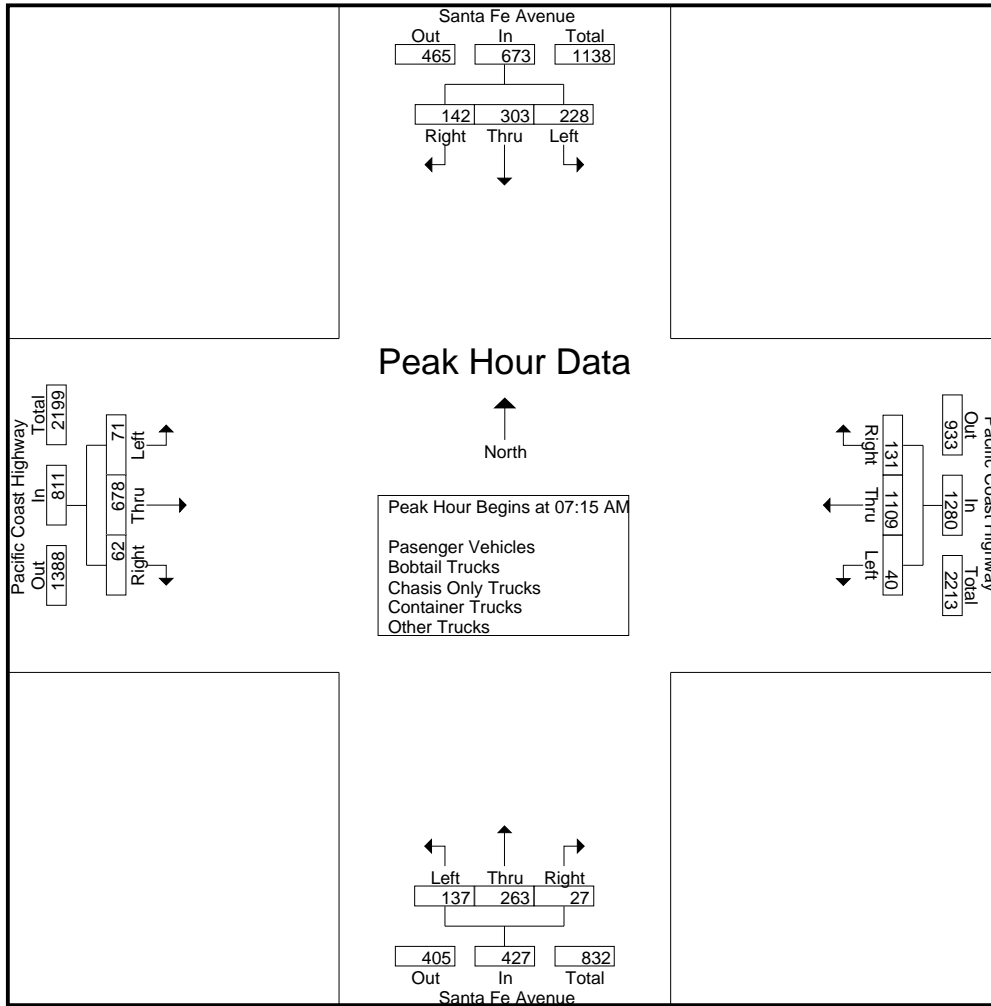
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	45	39	30	114	7	249	27	283	30	42	5	77	12	137	6	155	629
07:15 AM	54	71	26	151	9	269	56	334	35	98	7	140	12	152	15	179	804
07:30 AM	83	103	47	233	18	288	28	334	27	86	6	119	23	191	16	230	916
07:45 AM	61	76	39	176	7	277	23	307	36	45	5	86	21	163	14	198	767
Total	243	289	142	674	41	1083	134	1258	128	271	23	422	68	643	51	762	3116
08:00 AM	30	53	30	113	6	275	24	305	39	34	9	82	15	172	17	204	704
08:15 AM	30	46	25	101	9	263	27	299	31	31	14	76	12	191	14	217	693
08:30 AM	31	52	20	103	12	233	20	265	22	42	9	73	10	186	14	210	651
08:45 AM	42	50	20	112	18	226	20	264	27	34	7	68	12	188	14	214	658
Total	133	201	95	429	45	997	91	1133	119	141	39	299	49	737	59	845	2706
Grand Total	376	490	237	1103	86	2080	225	2391	247	412	62	721	117	1380	110	1607	5822
Apprch %	34.1	44.4	21.5		3.6	87	9.4		34.3	57.1	8.6		7.3	85.9	6.8		
Total %	6.5	8.4	4.1	18.9	1.5	35.7	3.9	41.1	4.2	7.1	1.1	12.4	2	23.7	1.9	27.6	
Passenger Vehicles	366	482	229	1077	80	1915	222	2217	203	412	37	652	117	1077	105	1299	5245
% Passenger Vehicles	97.3	98.4	96.6	97.6	93	92.1	98.7	92.7	82.2	100	59.7	90.4	100	78	95.5	80.8	90.1
Bobtail Trucks	1	3	1	5	1	35	1	37	14	0	7	21	0	62	0	62	125
% Bobtail Trucks	0.3	0.6	0.4	0.5	1.2	1.7	0.4	1.5	5.7	0	11.3	2.9	0	4.5	0	3.9	2.1
Chasis Only Trucks	0	0	0	0	0	4	0	4	0	0	3	3	0	13	0	13	20
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0	0	4.8	0.4	0	0.9	0	0.8	0.3
Container Trucks	3	0	2	5	1	19	0	20	18	0	12	30	0	133	2	135	190
% Container Trucks	0.8	0	0.8	0.5	1.2	0.9	0	0.8	7.3	0	19.4	4.2	0	9.6	1.8	8.4	3.3
Other Trucks	6	5	5	16	4	107	2	113	12	0	3	15	0	95	3	98	242
% Other Trucks	1.6	1	2.1	1.5	4.7	5.1	0.9	4.7	4.9	0	4.8	2.1	0	6.9	2.7	6.1	4.2

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	54	71	26	151	9	269	56	334	35	98	7	140	12	152	15	179	804
07:30 AM	83	103	47	233	18	288	28	334	27	86	6	119	23	191	16	230	916
07:45 AM	61	76	39	176	7	277	23	307	36	45	5	86	21	163	14	198	767
08:00 AM	30	53	30	113	6	275	24	305	39	34	9	82	15	172	17	204	704
Total Volume	228	303	142	673	40	1109	131	1280	137	263	27	427	71	678	62	811	3191
% App. Total	33.9	45	21.1		3.1	86.6	10.2		32.1	61.6	6.3		8.8	83.6	7.6		
PHF	.687	.735	.755	.722	.556	.963	.585	.958	.878	.671	.750	.763	.772	.887	.912	.882	.871

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	45	39	30	114	9	269	56	334	35	98	7	140	23	191	16	230
+15 mins.	54	71	26	151	18	288	28	334	27	86	6	119	21	163	14	198
+30 mins.	83	103	47	233	7	277	23	307	36	45	5	86	15	172	17	204
+45 mins.	61	76	39	176	6	275	24	305	39	34	9	82	12	191	14	217
Total Volume	243	289	142	674	40	1109	131	1280	137	263	27	427	71	717	61	849
% App. Total	36.1	42.9	21.1		3.1	86.6	10.2		32.1	61.6	6.3		8.4	84.5	7.2	
PHF	.732	.701	.755	.723	.556	.963	.585	.958	.878	.671	.750	.763	.772	.938	.897	.923

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

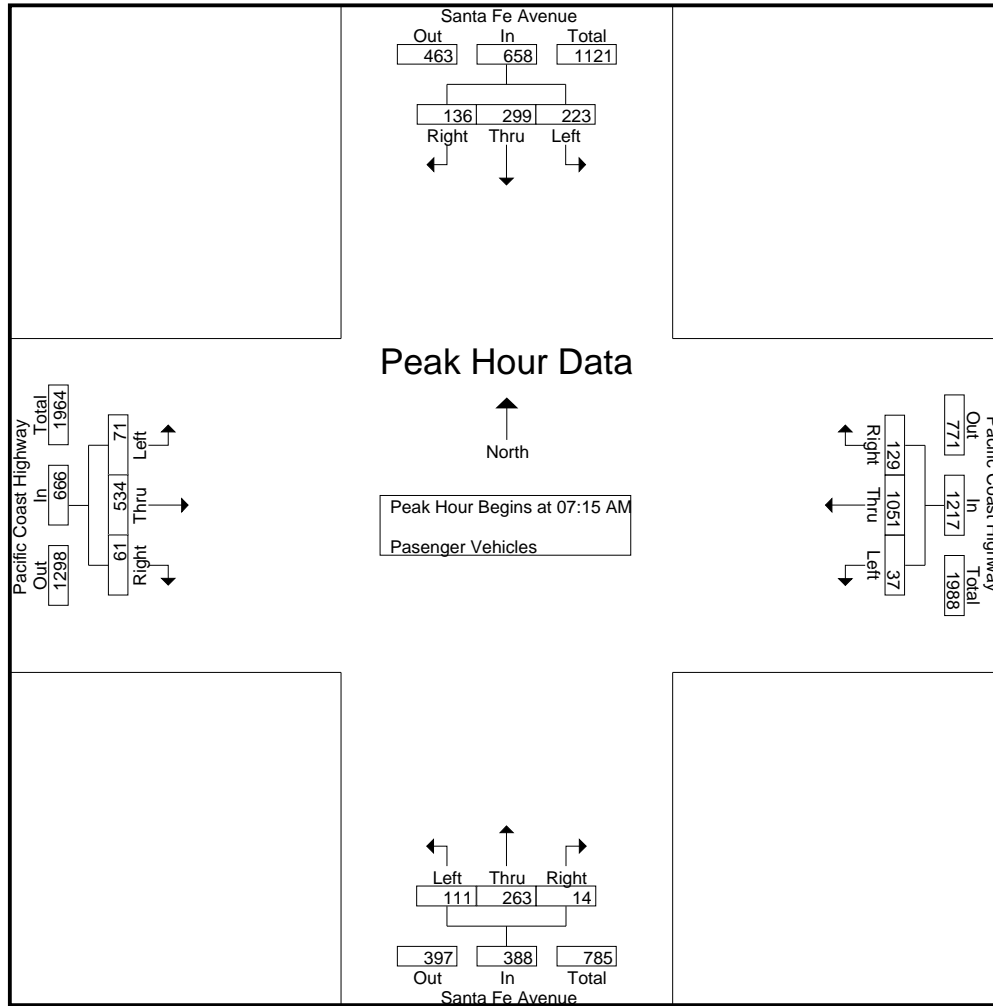
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	45	38	30	113	6	233	27	266	23	42	3	68	12	102	6	120	567
07:15 AM	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150	741
07:30 AM	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194	850
07:45 AM	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157	707
Total	239	286	140	665	38	1024	132	1194	102	271	12	385	68	502	51	621	2865
08:00 AM	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165	631
08:15 AM	28	44	24	96	9	226	27	262	29	31	10	70	12	155	11	178	606
08:30 AM	31	51	19	101	12	216	20	248	17	42	7	66	10	145	14	169	584
08:45 AM	39	50	20	109	16	189	19	224	23	34	3	60	12	141	13	166	559
Total	127	196	89	412	42	891	90	1023	101	141	25	267	49	575	54	678	2380
Grand Total	366	482	229	1077	80	1915	222	2217	203	412	37	652	117	1077	105	1299	5245
Apprch %	34	44.8	21.3		3.6	86.4	10		31.1	63.2	5.7		9	82.9	8.1		
Total %	7	9.2	4.4	20.5	1.5	36.5	4.2	42.3	3.9	7.9	0.7	12.4	2.2	20.5	2	24.8	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150	741
07:30 AM	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194	850
07:45 AM	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157	707
08:00 AM	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165	631
Total Volume	223	299	136	658	37	1051	129	1217	111	263	14	388	71	534	61	666	2929
% App. Total	33.9	45.4	20.7		3	86.4	10.6		28.6	67.8	3.6		10.7	80.2	9.2		
PHF	.672	.740	.723	.712	.578	.966	.576	.966	.867	.671	.700	.758	.772	.861	.953	.858	.861

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 0000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	52	71	26	149	9	249	56	314	28	98	2	128	12	123	15	150
+15 mins.	83	101	47	231	16	272	27	315	20	86	4	110	23	155	16	194
+30 mins.	59	76	37	172	7	270	22	299	31	45	3	79	21	122	14	157
+45 mins.	29	51	26	106	5	260	24	289	32	34	5	71	15	134	16	165
Total Volume	223	299	136	658	37	1051	129	1217	111	263	14	388	71	534	61	666
% App. Total	33.9	45.4	20.7		3	86.4	10.6		28.6	67.8	3.6		10.7	80.2	9.2	
PHF	.672	.740	.723	.712	.578	.966	.576	.966	.867	.671	.700	.758	.772	.861	.953	.858

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
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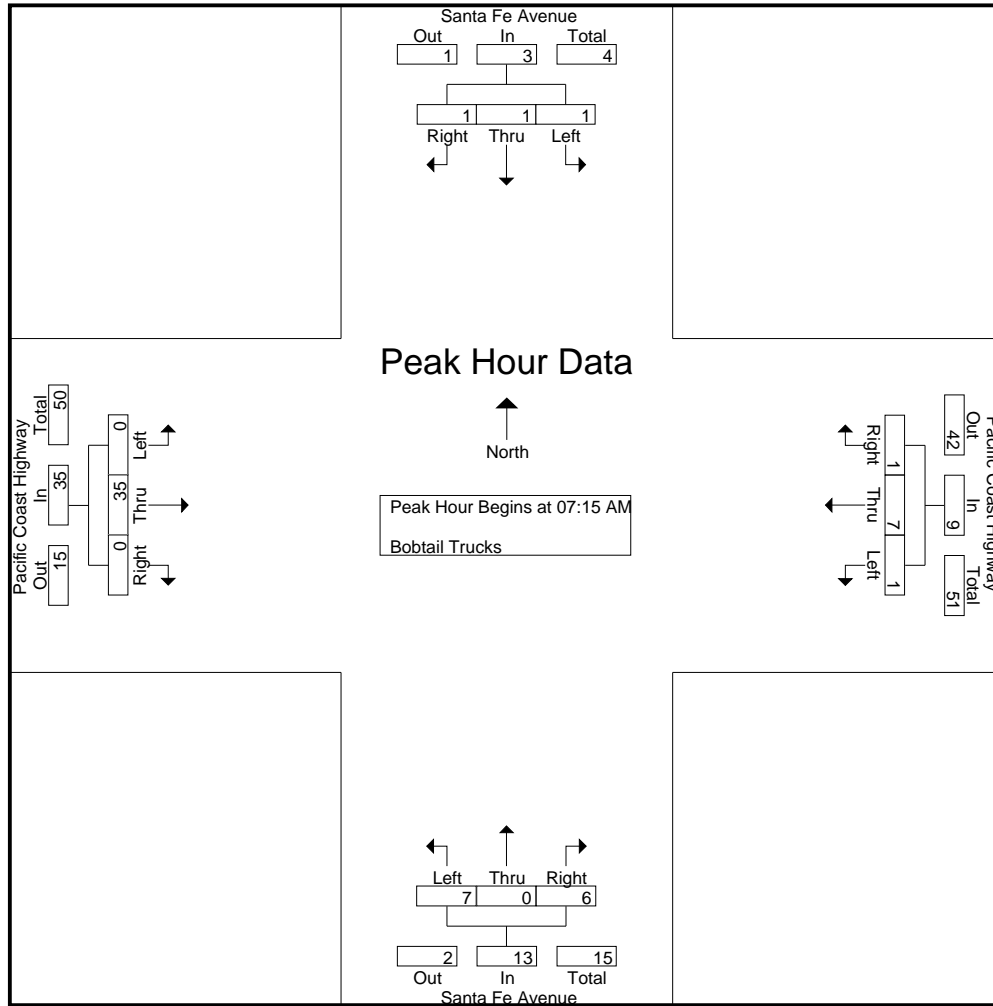
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	1	0	0	1	0	4	0	4	7
07:15 AM	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11	21
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9	13
Total	0	1	0	1	1	9	1	11	4	0	3	7	0	26	0	26	45
08:00 AM	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13	22
08:15 AM	0	1	0	1	0	14	0	14	0	0	1	1	0	5	0	5	21
08:30 AM	0	1	0	1	0	5	0	5	3	0	0	3	0	7	0	7	16
08:45 AM	0	0	0	0	0	7	0	7	3	0	0	3	0	11	0	11	21
Total	1	2	1	4	0	26	0	26	10	0	4	14	0	36	0	36	80
Grand Total	1	3	1	5	1	35	1	37	14	0	7	21	0	62	0	62	125
Apprch %	20	60	20		2.7	94.6	2.7		66.7	0	33.3		0	100	0		
Total %	0.8	2.4	0.8	4	0.8	28	0.8	29.6	11.2	0	5.6	16.8	0	49.6	0	49.6	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11	21
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2	4
07:45 AM	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9	13
08:00 AM	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13	22
Total Volume	1	1	1	3	1	7	1	9	7	0	6	13	0	35	0	35	60
% App. Total	33.3	33.3	33.3		11.1	77.8	11.1		53.8	0	46.2		0	100	0		
PHF	.250	.250	.250	.375	.250	.350	.250	.450	.438	.000	.500	.464	.000	.673	.000	.673	.682

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	5	0	5	3	0	2	5	0	11	0	11
+15 mins.	0	1	0	1	1	0	0	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	2	1	3	0	0	1	1	0	9	0	9
+45 mins.	1	0	1	2	0	0	0	0	4	0	3	7	0	13	0	13
Total Volume	1	1	1	3	1	7	1	9	7	0	6	13	0	35	0	35
% App. Total	33.3	33.3	33.3		11.1	77.8	11.1		53.8	0	46.2		0	100	0	
PHF	.250	.250	.250	.375	.250	.350	.250	.450	.438	.000	.500	.464	.000	.673	.000	.673

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
 Start Date : 2/28/2012
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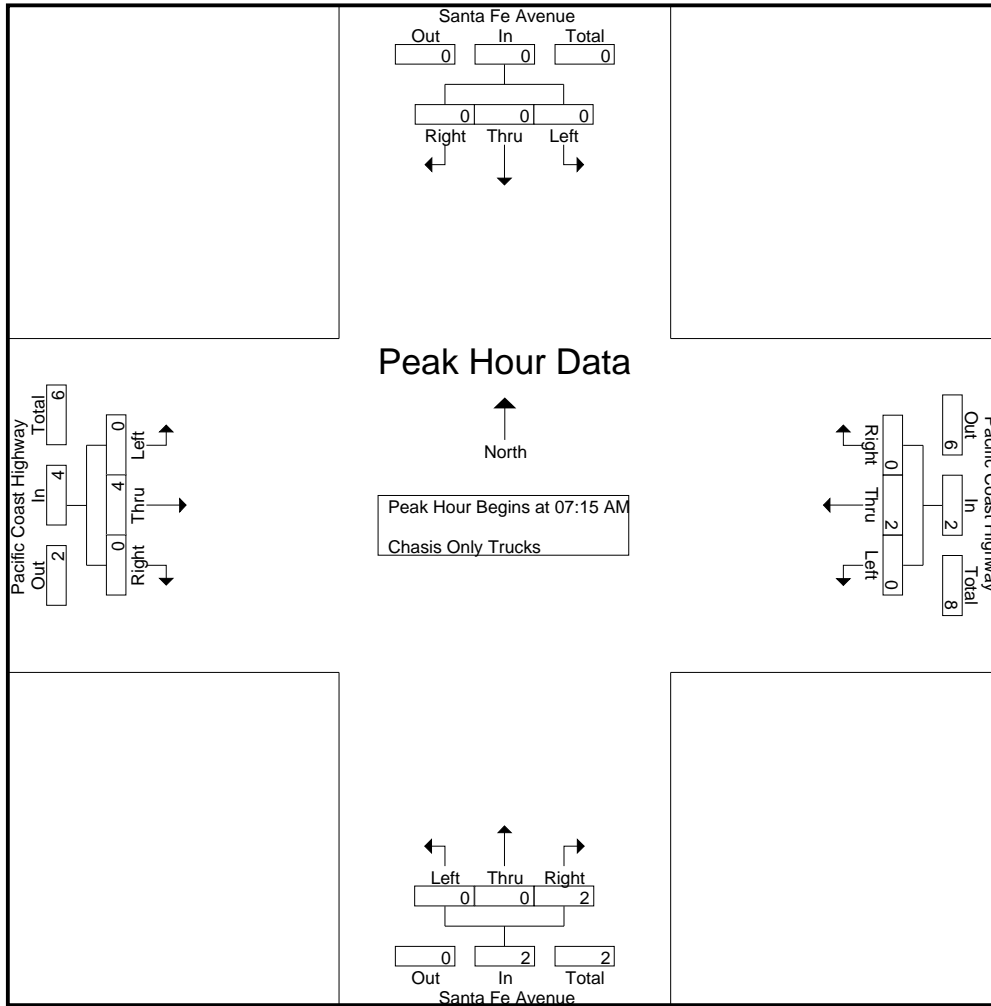
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	3	3	0	4	0	4	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	9	0	9	11
Grand Total	0	0	0	0	0	4	0	4	0	0	3	3	0	13	0	13	20
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	20	0	20	0	0	15	15	0	65	0	65	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	4	0	4	8
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500	.400

City of Long Beach
 N/S: Santa Fe Avenue
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	4	0	4
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.500	.500	.000	.500	.000	.500

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
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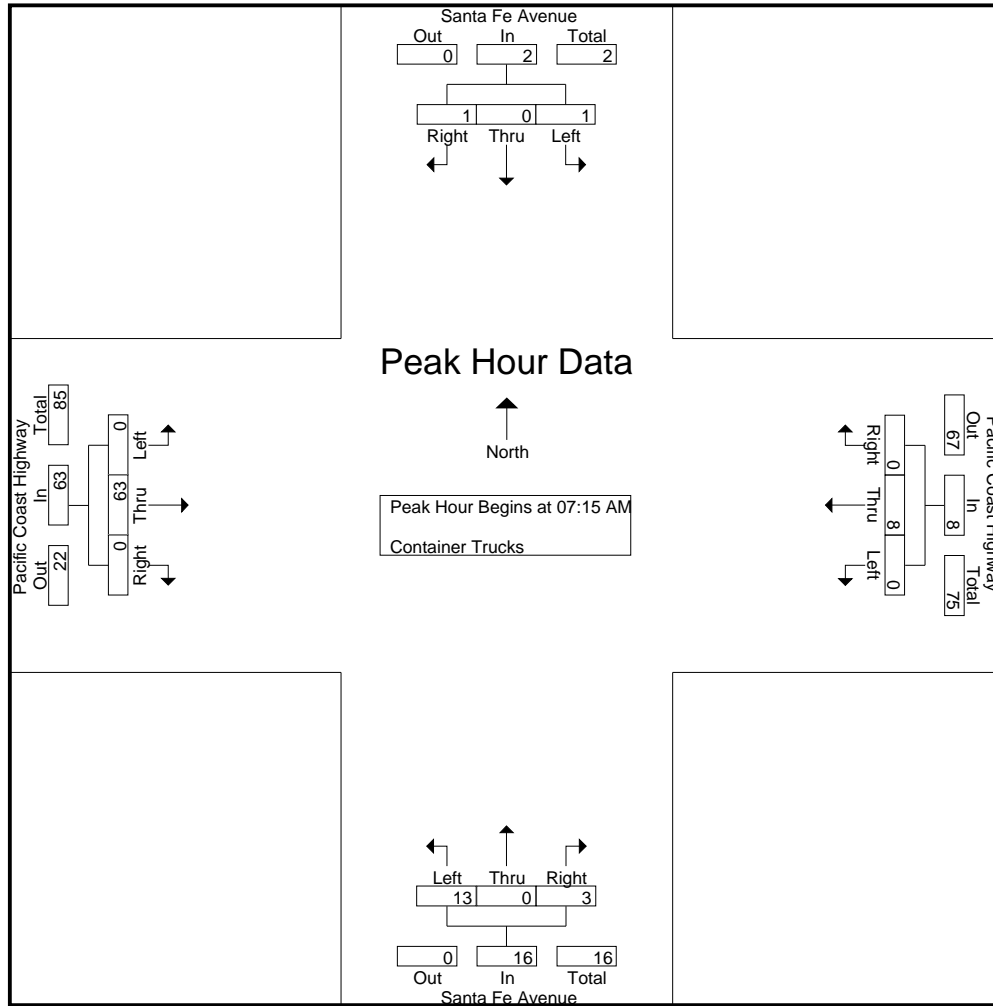
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	14	0	14	19
07:15 AM	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12	20
07:30 AM	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21	29
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17	19
Total	1	0	0	1	0	6	0	6	13	0	3	16	0	64	0	64	87
08:00 AM	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13	21
08:15 AM	0	0	1	1	0	2	0	2	2	0	3	5	0	20	2	22	30
08:30 AM	0	0	0	0	0	1	0	1	1	0	1	2	0	18	0	18	21
08:45 AM	2	0	0	2	1	6	0	7	0	0	4	4	0	18	0	18	31
Total	2	0	2	4	1	13	0	14	5	0	9	14	0	69	2	71	103
Grand Total	3	0	2	5	1	19	0	20	18	0	12	30	0	133	2	135	190
Apprch %	60	0	40		5	95	0		60	0	40		0	98.5	1.5		
Total %	1.6	0	1.1	2.6	0.5	10	0	10.5	9.5	0	6.3	15.8	0	70	1.1	71.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12	20
07:30 AM	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21	29
07:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17	19
08:00 AM	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13	21
Total Volume	1	0	1	2	0	8	0	8	13	0	3	16	0	63	0	63	89
% App. Total	50	0	50		0	100	0		81.2	0	18.8		0	100	0		
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.542	.000	.750	.571	.000	.750	.000	.750	.767

City of Long Beach
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	2	0	2	4	0	1	5	0	12	0	12
+15 mins.	0	0	0	0	0	1	0	1	6	0	1	7	0	21	0	21
+30 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	17	0	17
+45 mins.	0	0	1	1	0	4	0	4	2	0	1	3	0	13	0	13
Total Volume	1	0	1	2	0	8	0	8	13	0	3	16	0	63	0	63
% App. Total	50	0	50		0	100	0		81.2	0	18.8		0	100	0	
PHF	.250	.000	.250	.500	.000	.500	.000	.500	.542	.000	.750	.571	.000	.750	.000	.750

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHAM
 Site Code : 00000035
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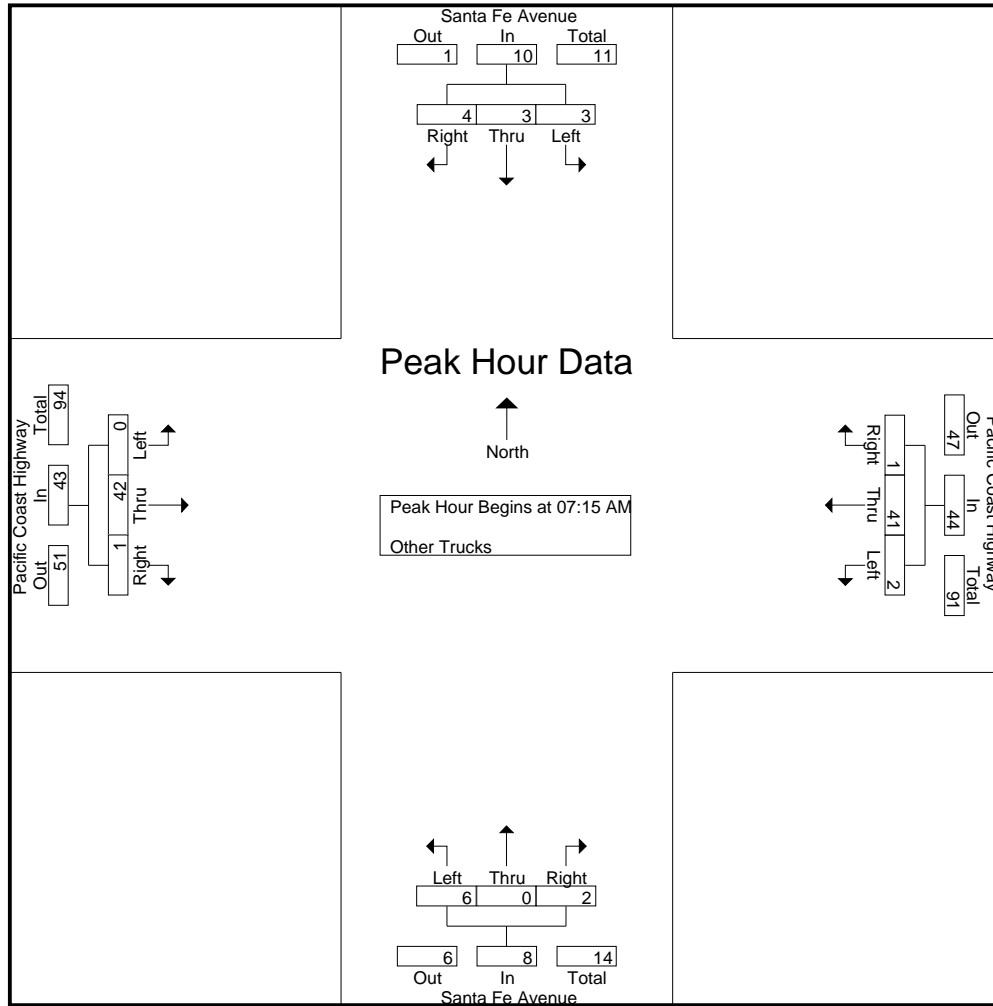
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	1	12	0	13	4	0	0	4	0	15	0	15	33
07:15 AM	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6	21
07:30 AM	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11	28
07:45 AM	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15	28
Total	3	2	2	7	2	42	1	45	9	0	2	11	0	47	0	47	110
08:00 AM	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11	28
08:15 AM	2	1	0	3	0	21	0	21	0	0	0	0	0	10	1	11	35
08:30 AM	0	0	1	1	0	11	0	11	1	0	1	2	0	14	0	14	28
08:45 AM	1	0	0	1	1	22	1	24	1	0	0	1	0	14	1	15	41
Total	3	3	3	9	2	65	1	68	3	0	1	4	0	48	3	51	132
Grand Total	6	5	5	16	4	107	2	113	12	0	3	15	0	95	3	98	242
Apprch %	37.5	31.2	31.2		3.5	94.7	1.8		80	0	20		0	96.9	3.1		
Total %	2.5	2.1	2.1	6.6	1.7	44.2	0.8	46.7	5	0	1.2	6.2	0	39.3	1.2	40.5	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6	21
07:30 AM	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11	28
07:45 AM	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15	28
08:00 AM	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11	28
Total Volume	3	3	4	10	2	41	1	44	6	0	2	8	0	42	1	43	105
% App. Total	30	30	40		4.5	93.2	2.3		75	0	25		0	97.7	2.3		
PHF	.375	.375	.500	.625	.500	.788	.250	.733	.375	.000	.500	.400	.000	.700	.250	.717	.938

City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	13	0	13	0	0	1	1	0	6	0	6
+15 mins.	0	1	0	1	1	13	1	15	1	0	0	1	0	11	0	11
+30 mins.	2	0	2	4	0	4	0	4	4	0	1	5	0	15	0	15
+45 mins.	0	2	2	4	1	11	0	12	1	0	0	1	0	10	1	11
Total Volume	3	3	4	10	2	41	1	44	6	0	2	8	0	42	1	43
% App. Total	30	30	40		4.5	93.2	2.3		75	0	25		0	97.7	2.3	
PHF	.375	.375	.500	.625	.500	.788	.250	.733	.375	.000	.500	.400	.000	.700	.250	.717

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 0000035
 Start Date : 2/28/2012
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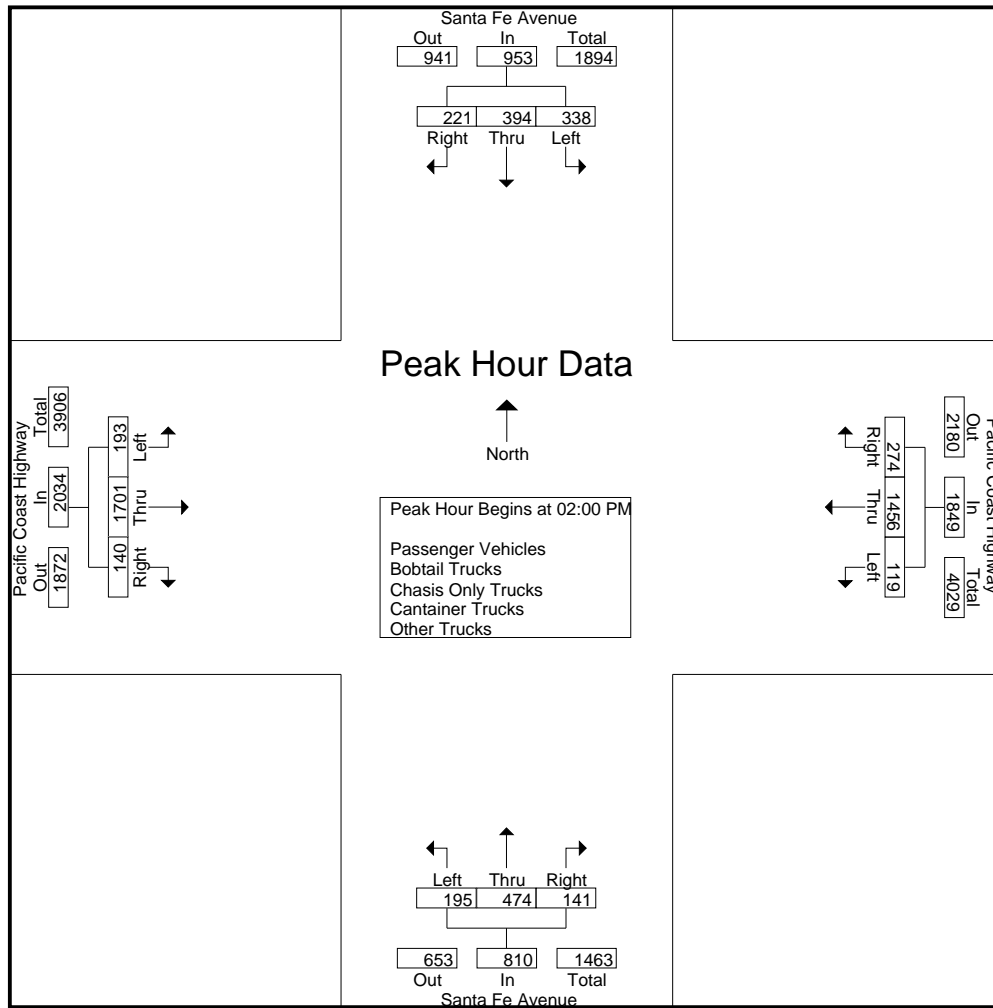
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Cantainer Trucks - Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	82	92	48	222	30	286	50	366	41	60	45	146	40	345	45	430	1164
01:15 PM	58	62	36	156	56	323	56	435	52	76	30	158	32	349	20	401	1150
01:30 PM	58	86	44	188	29	317	75	421	38	118	32	188	54	384	36	474	1271
01:45 PM	94	98	40	232	19	331	46	396	49	88	40	177	40	428	31	499	1304
Total	292	338	168	798	134	1257	227	1618	180	342	147	669	166	1506	132	1804	4889
02:00 PM	61	86	52	199	32	371	50	453	45	98	28	171	61	491	34	586	1409
02:15 PM	92	106	54	252	29	341	58	428	68	112	38	218	38	383	39	460	1358
02:30 PM	60	64	62	186	28	368	68	464	51	126	57	234	42	444	31	517	1401
02:45 PM	125	138	53	316	30	376	98	504	31	138	18	187	52	383	36	471	1478
Total	338	394	221	953	119	1456	274	1849	195	474	141	810	193	1701	140	2034	5646
Grand Total	630	732	389	1751	253	2713	501	3467	375	816	288	1479	359	3207	272	3838	10535
Apprch %	36	41.8	22.2		7.3	78.3	14.5		25.4	55.2	19.5		9.4	83.6	7.1		
Total %	6	6.9	3.7	16.6	2.4	25.8	4.8	32.9	3.6	7.7	2.7	14	3.4	30.4	2.6	36.4	
Passenger Vehicles	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
% Passenger Vehicles	49.8	50	49.9	49.9	48.2	46.8	42.7	46.4	45.1	50	47.6	48.3	49.9	46.7	35.7	46.2	47.2
Bobtail Trucks	2	0	0	2	4	73	73	150	26	0	0	26	0	76	76	152	330
% Bobtail Trucks	0.3	0	0	0.1	1.6	2.7	14.6	4.3	6.9	0	0	1.8	0	2.4	27.9	4	3.1
Chasis Only Trucks	0	0	0	0	0	10	0	10	1	0	2	3	0	24	0	24	37
% Chasis Only Trucks	0	0	0	0	0	0.4	0	0.3	0.3	0	0.7	0.2	0	0.7	0	0.6	0.4
Cantainer Trucks	0	0	1	1	5	88	0	93	10	0	12	22	1	109	2	112	228
% Cantainer Trucks	0	0	0.3	0.1	2	3.2	0	2.7	2.7	0	4.2	1.5	0.3	3.4	0.7	2.9	2.2
Other Trucks	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
% Other Trucks	49.8	50	49.9	49.9	48.2	46.8	42.7	46.4	45.1	50	47.6	48.3	49.9	46.7	35.7	46.2	47.2

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	61	86	52	199	32	371	50	453	45	98	28	171	61	491	34	586	1409
02:15 PM	92	106	54	252	29	341	58	428	68	112	38	218	38	383	39	460	1358
02:30 PM	60	64	62	186	28	368	68	464	51	126	57	234	42	444	31	517	1401
02:45 PM	125	138	53	316	30	376	98	504	31	138	18	187	52	383	36	471	1478
Total Volume	338	394	221	953	119	1456	274	1849	195	474	141	810	193	1701	140	2034	5646
% App. Total	35.5	41.3	23.2		6.4	78.7	14.8		24.1	58.5	17.4		9.5	83.6	6.9		
PHF	.676	.714	.891	.754	.930	.968	.699	.917	.717	.859	.618	.865	.791	.866	.897	.868	.955

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				01:45 PM			
+0 mins.	61	86	52	199	32	371	50	453	45	98	28	171	40	428	31	499
+15 mins.	92	106	54	252	29	341	58	428	68	112	38	218	61	491	34	586
+30 mins.	60	64	62	186	28	368	68	464	51	126	57	234	38	383	39	460
+45 mins.	125	138	53	316	30	376	98	504	31	138	18	187	42	444	31	517
Total Volume	338	394	221	953	119	1456	274	1849	195	474	141	810	181	1746	135	2062
% App. Total	35.5	41.3	23.2		6.4	78.7	14.8		24.1	58.5	17.4		8.8	84.7	6.5	
PHF	.676	.714	.891	.754	.930	.968	.699	.917	.717	.859	.618	.865	.742	.889	.865	.880

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
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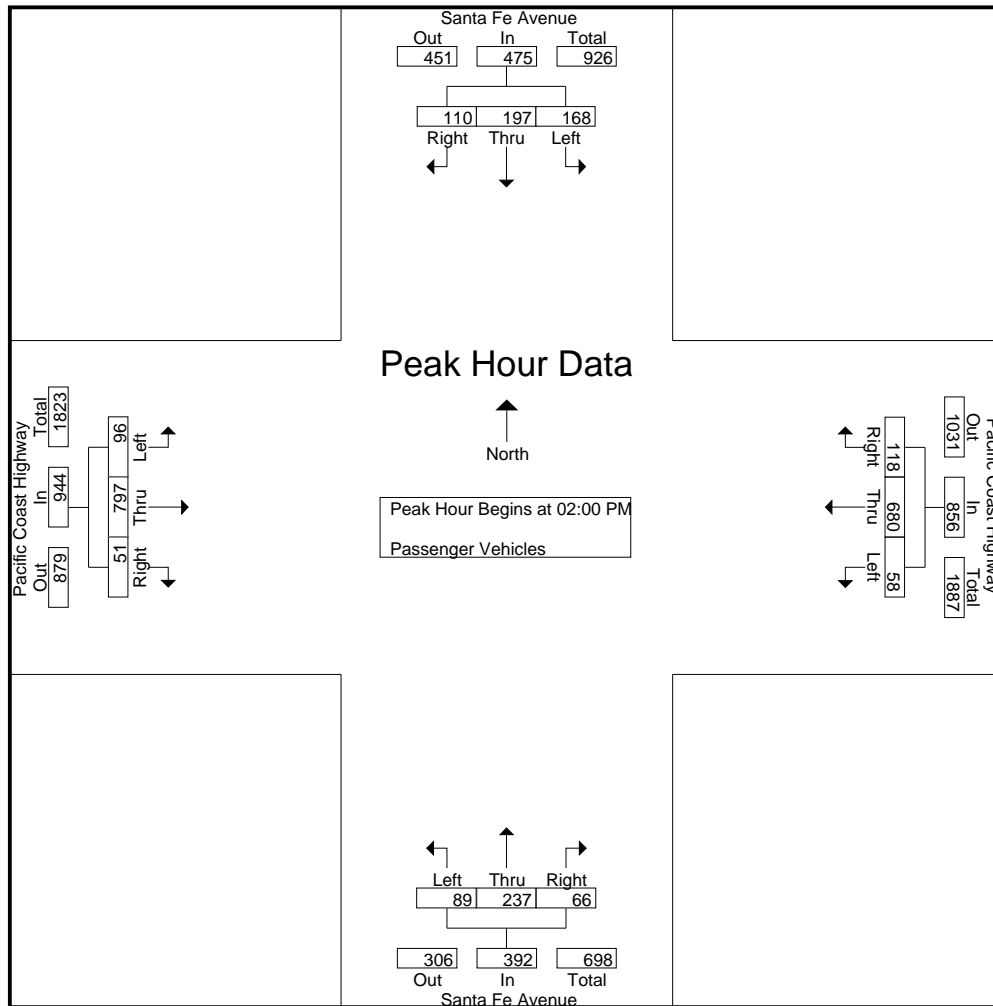
Groups Printed- Passenger Vehicles

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	41	46	24	111	14	132	18	164	18	30	22	70	20	163	18	201	546
01:15 PM	29	31	18	78	28	157	27	212	24	38	15	77	16	165	8	189	556
01:30 PM	29	43	22	94	14	145	32	191	17	59	15	91	27	179	11	217	593
01:45 PM	47	49	20	116	8	157	19	184	21	44	19	84	20	195	9	224	608
Total	146	169	84	399	64	591	96	751	80	171	71	322	83	702	46	831	2303
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
Grand Total	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
Apprch %	35.9	41.9	22.2		7.6	79.1	13.3		23.7	57.1	19.2		10.1	84.5	5.5		
Total %	6.3	7.4	3.9	17.6	2.5	25.6	4.3	32.3	3.4	8.2	2.8	14.4	3.6	30.2	2	35.7	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4		
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868	.947

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272
+15 mins.	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209
+30 mins.	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244
+45 mins.	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4	
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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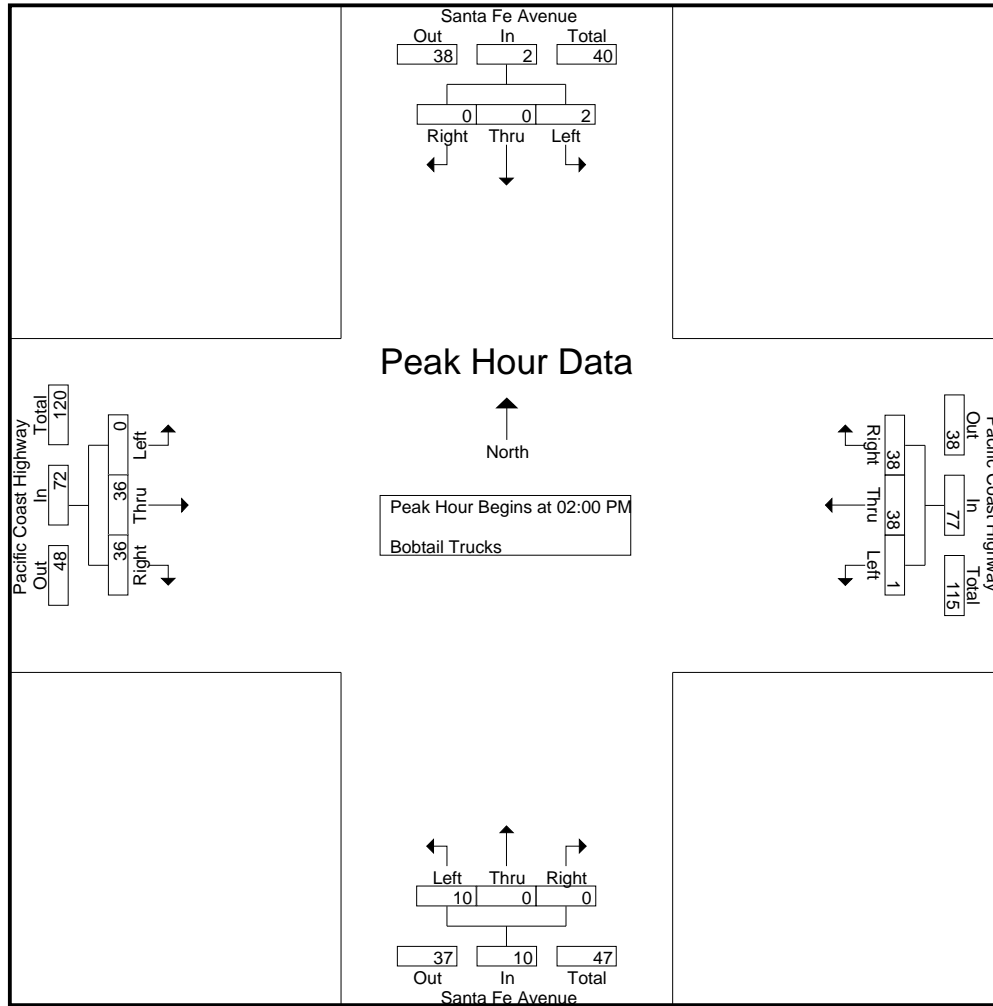
Groups Printed- Bobtail Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	14	14	29	4	0	0	4	0	9	9	18	51
01:15 PM	0	0	0	0	0	2	2	4	3	0	0	3	0	4	4	8	15
01:30 PM	0	0	0	0	1	11	11	23	3	0	0	3	0	14	14	28	54
01:45 PM	0	0	0	0	1	8	8	17	6	0	0	6	0	13	13	26	49
Total	0	0	0	0	3	35	35	73	16	0	0	16	0	40	40	80	169
02:00 PM	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18	43
02:15 PM	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26	49
02:30 PM	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14	41
02:45 PM	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14	28
Total	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72	161
Grand Total	2	0	0	2	4	73	73	150	26	0	0	26	0	76	76	152	330
Apprch %	100	0	0		2.7	48.7	48.7		100	0	0		0	50	50		
Total %	0.6	0	0	0.6	1.2	22.1	22.1	45.5	7.9	0	0	7.9	0	23	23	46.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18	43
02:15 PM	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26	49
02:30 PM	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14	41
02:45 PM	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14	28
Total Volume	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72	161
% App. Total	100	0	0		1.3	49.4	49.4		100	0	0		0	50	50		
PHF	.500	.000	.000	.500	.250	.792	.792	.770	.625	.000	.000	.625	.000	.692	.692	.692	.821

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	1	0	0	1	0	10	10	20	4	0	0	4	0	9	9	18
+15 mins.	0	0	0	0	0	10	10	20	3	0	0	3	0	13	13	26
+30 mins.	0	0	0	0	1	12	12	25	2	0	0	2	0	7	7	14
+45 mins.	1	0	0	1	0	6	6	12	1	0	0	1	0	7	7	14
Total Volume	2	0	0	2	1	38	38	77	10	0	0	10	0	36	36	72
% App. Total	100	0	0		1.3	49.4	49.4		100	0	0		0	50	50	
PHF	.500	.000	.000	.500	.250	.792	.792	.770	.625	.000	.000	.625	.000	.692	.692	.692

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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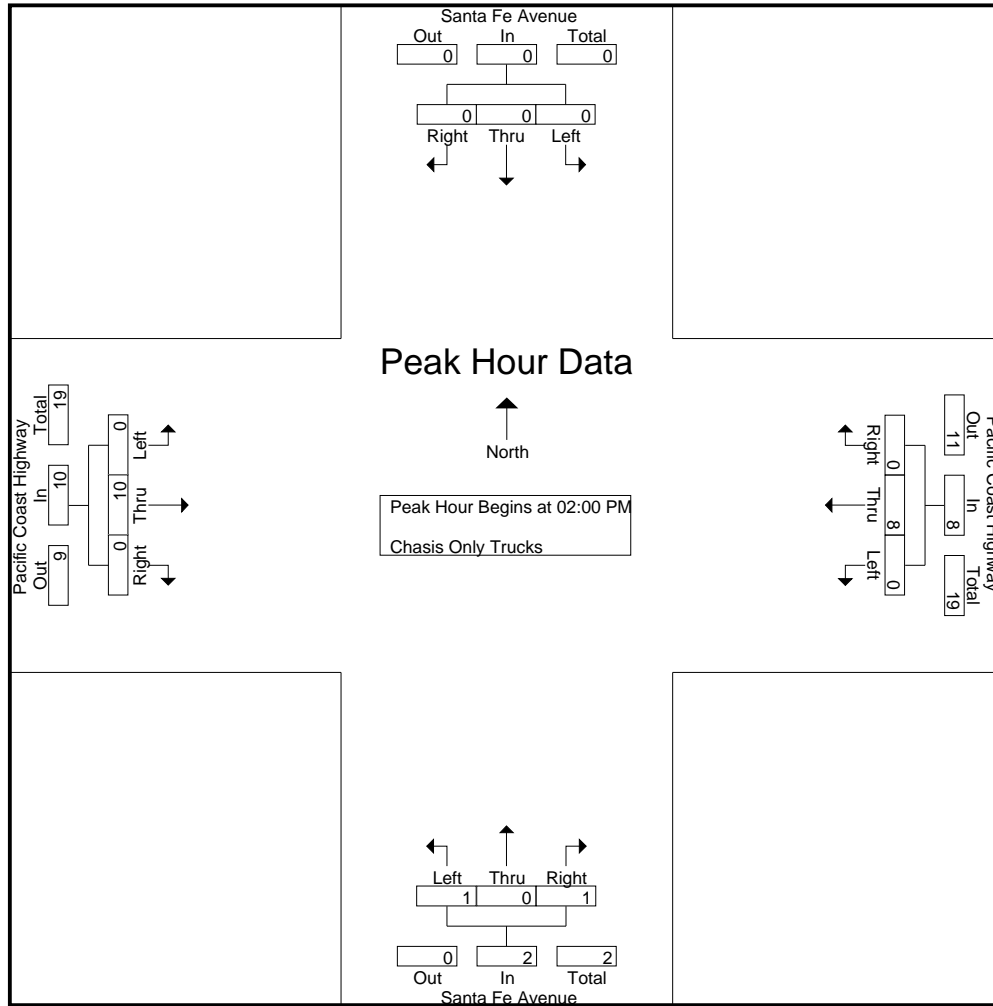
Groups Printed- Chasis Only Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
01:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
01:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	14	0	14	17
02:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
02:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
02:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10	20
Grand Total	0	0	0	0	0	10	0	10	1	0	2	3	0	24	0	24	37
Apprch %	0	0	0		0	100	0		33.3	0	66.7		0	100	0		
Total %	0	0	0		0	27	0	27	2.7	0	5.4	8.1	0	64.9	0	64.9	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6	9
02:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
02:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10	20
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.417	.000	.417	.556

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	2	0	2	1	0	0	1	0	6	0	6
+15 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	8	0	8	1	0	1	2	0	10	0	10
% App. Total	0	0	0	0	0	100	0	0	50	0	50	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.667	.000	.667	.250	.000	.250	.500	.000	.417	.000	.417

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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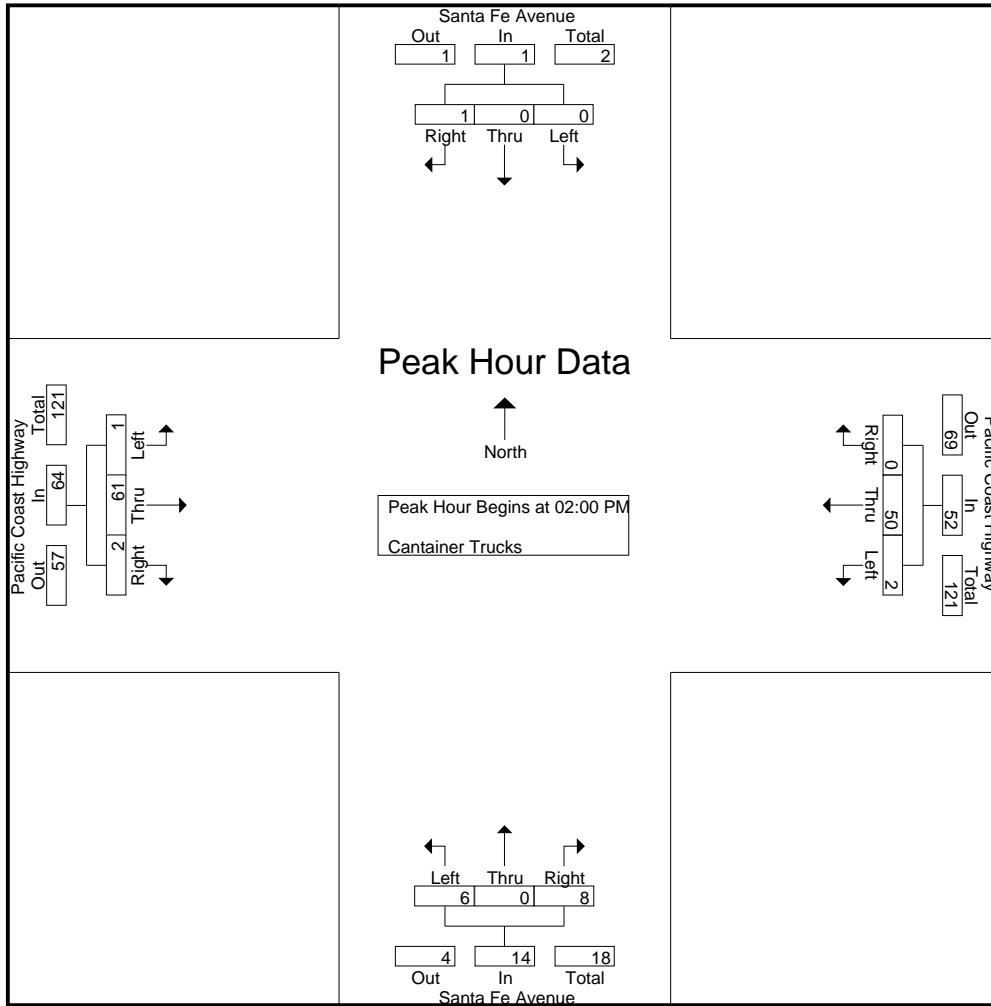
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	7	0	8	1	0	1	2	0	8	0	8	18
01:15 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	8	0	8	16
01:30 PM	0	0	0	0	0	15	0	15	1	0	2	3	0	9	0	9	27
01:45 PM	0	0	0	0	2	9	0	11	1	0	1	2	0	23	0	23	36
Total	0	0	0	0	3	38	0	41	4	0	4	8	0	48	0	48	97
02:00 PM	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18	31
02:15 PM	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13	28
02:30 PM	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15	34
02:45 PM	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18	38
Total	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64	131
Grand Total	0	0	1	1	5	88	0	93	10	0	12	22	1	109	2	112	228
Apprch %	0	0	100		5.4	94.6	0		45.5	0	54.5		0.9	97.3	1.8		
Total %	0	0	0.4	0.4	2.2	38.6	0	40.8	4.4	0	5.3	9.6	0.4	47.8	0.9	49.1	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18	31
02:15 PM	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13	28
02:30 PM	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15	34
02:45 PM	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18	38
Total Volume	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64	131
% App. Total	0	0	100		3.8	96.2	0		42.9	0	57.1		1.6	95.3	3.1		
PHF	.000	.000	.250	.250	.500	.833	.000	.867	.375	.000	.400	.583	.250	.897	.500	.889	.862

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	11	0	11	0	0	2	2	1	16	1	18
+15 mins.	0	0	0	0	1	12	0	13	1	0	1	2	0	13	0	13
+30 mins.	0	0	0	0	1	12	0	13	1	0	5	6	0	15	0	15
+45 mins.	0	0	1	1	0	15	0	15	4	0	0	4	0	17	1	18
Total Volume	0	0	1	1	2	50	0	52	6	0	8	14	1	61	2	64
% App. Total	0	0	100		3.8	96.2	0		42.9	0	57.1		1.6	95.3	3.1	
PHF	.000	.000	.250	.250	.500	.833	.000	.867	.375	.000	.400	.583	.250	.897	.500	.889

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
 Page No : 1

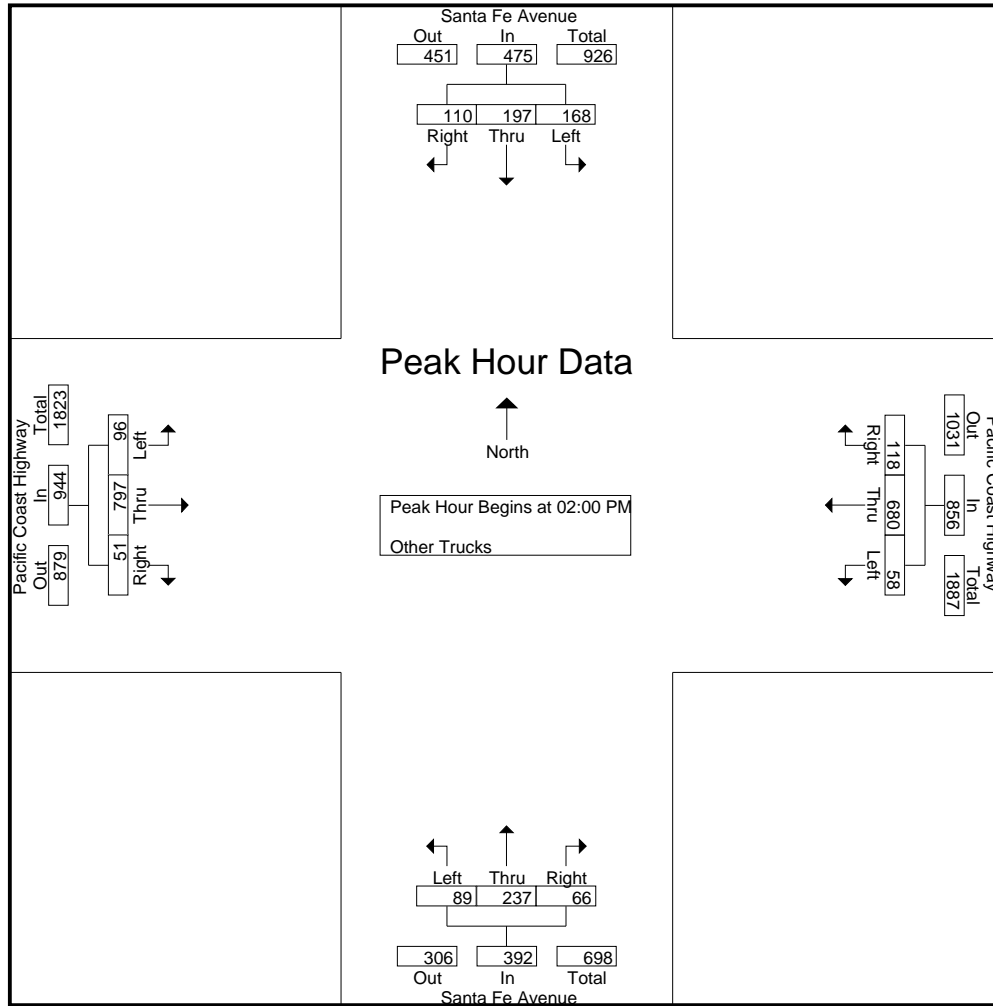
Groups Printed- Other Trucks

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	41	46	24	111	14	132	18	164	18	30	22	70	20	163	18	201	546
01:15 PM	29	31	18	78	28	157	27	212	24	38	15	77	16	165	8	189	556
01:30 PM	29	43	22	94	14	145	32	191	17	59	15	91	27	179	11	217	593
01:45 PM	47	49	20	116	8	157	19	184	21	44	19	84	20	195	9	224	608
Total	146	169	84	399	64	591	96	751	80	171	71	322	83	702	46	831	2303
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
Grand Total	314	366	194	874	122	1271	214	1607	169	408	137	714	179	1499	97	1775	4970
Apprch %	35.9	41.9	22.2		7.6	79.1	13.3		23.7	57.1	19.2		10.1	84.5	5.5		
Total %	6.3	7.4	3.9	17.6	2.5	25.6	4.3	32.3	3.4	8.2	2.8	14.4	3.6	30.2	2	35.7	

Start Time	Santa Fe Avenue Southbound				Pacific Coast Highway Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272	663
02:15 PM	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209	638
02:30 PM	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244	662
02:45 PM	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219	704
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944	2667
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4		
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868	.947

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHMD
 Site Code : 00000035
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	30	43	26	99	16	174	20	210	20	49	13	82	30	230	12	272
+15 mins.	46	53	27	126	14	159	24	197	32	56	18	106	19	177	13	209
+30 mins.	30	32	31	93	13	171	28	212	24	63	26	113	21	211	12	244
+45 mins.	62	69	26	157	15	176	46	237	13	69	9	91	26	179	14	219
Total Volume	168	197	110	475	58	680	118	856	89	237	66	392	96	797	51	944
% App. Total	35.4	41.5	23.2		6.8	79.4	13.8		22.7	60.5	16.8		10.2	84.4	5.4	
PHF	.677	.714	.887	.756	.906	.966	.641	.903	.695	.859	.635	.867	.800	.866	.911	.868

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
 Site Code : 0000035
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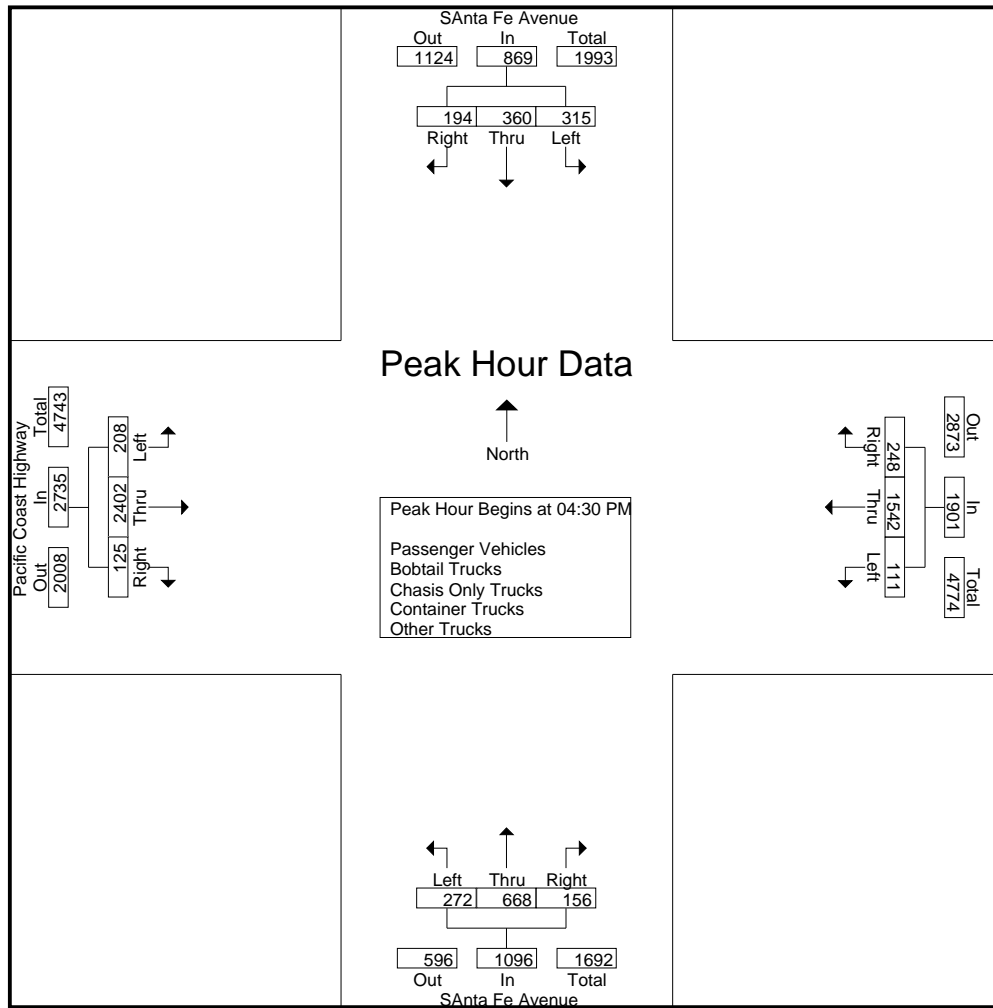
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	76	109	52	237	28	358	44	430	38	108	44	190	50	497	25	572	1429
04:15 PM	90	112	31	233	24	379	48	451	67	124	50	241	42	567	24	633	1558
04:30 PM	66	100	60	226	26	403	56	485	69	186	66	321	42	645	37	724	1756
04:45 PM	80	108	40	228	31	408	66	505	65	156	28	249	63	550	18	631	1613
Total	312	429	183	924	109	1548	214	1871	239	574	188	1001	197	2259	104	2560	6356
05:00 PM	80	72	50	202	21	321	54	396	67	192	20	279	59	601	38	698	1575
05:15 PM	89	80	44	213	33	410	72	515	71	134	42	247	44	606	32	682	1657
05:30 PM	140	94	50	284	22	354	60	436	43	112	50	205	47	559	26	632	1557
05:45 PM	66	82	66	214	12	310	70	392	36	88	28	152	37	609	26	672	1430
Total	375	328	210	913	88	1395	256	1739	217	526	140	883	187	2375	122	2684	6219
Grand Total	687	757	393	1837	197	2943	470	3610	456	1100	328	1884	384	4634	226	5244	12575
Approch %	37.4	41.2	21.4		5.5	81.5	13		24.2	58.4	17.4		7.3	88.4	4.3		
Total %	5.5	6	3.1	14.6	1.6	23.4	3.7	28.7	3.6	8.7	2.6	15	3.1	36.9	1.8	41.7	
Passenger Vehicles	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
% Passenger Vehicles	49.8	49.9	49.9	49.9	49.2	47.7	50	48.1	47.8	50	49.7	49.4	49	48	49.6	48.2	48.6
Bobtail Trucks	2	0	0	2	0	85	0	85	13	0	0	13	8	117	0	125	225
% Bobtail Trucks	0.3	0	0	0.1	0	2.9	0	2.4	2.9	0	0	0.7	2.1	2.5	0	2.4	1.8
Chasis Only Trucks	0	0	0	0	0	7	0	7	2	0	0	2	0	17	0	17	26
% Chasis Only Trucks	0	0	0	0	0	0.2	0	0.2	0.4	0	0	0.1	0	0.4	0	0.3	0.2
Container Trucks	1	1	1	3	3	43	0	46	5	0	2	7	0	48	2	50	106
% Container Trucks	0.1	0.1	0.3	0.2	1.5	1.5	0	1.3	1.1	0	0.6	0.4	0	1	0.9	1	0.8
Other Trucks	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
% Other Trucks	49.8	49.9	49.9	49.9	49.2	47.7	50	48.1	47.8	50	49.7	49.4	49	48	49.6	48.2	48.6

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	66	100	60	226	26	403	56	485	69	186	66	321	42	645	37	724	1756
04:45 PM	80	108	40	228	31	408	66	505	65	156	28	249	63	550	18	631	1613
05:00 PM	80	72	50	202	21	321	54	396	67	192	20	279	59	601	38	698	1575
05:15 PM	89	80	44	213	33	410	72	515	71	134	42	247	44	606	32	682	1657
Total Volume	315	360	194	869	111	1542	248	1901	272	668	156	1096	208	2402	125	2735	6601
% App. Total	36.2	41.4	22.3		5.8	81.1	13		24.8	60.9	14.2		7.6	87.8	4.6		
PHF	.885	.833	.808	.953	.841	.940	.861	.923	.958	.870	.591	.854	.825	.931	.822	.944	.940

City of Long Beach
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	80	108	40	228	26	403	56	485	69	186	66	321	42	645	37	724
+15 mins.	80	72	50	202	31	408	66	505	65	156	28	249	63	550	18	631
+30 mins.	89	80	44	213	21	321	54	396	67	192	20	279	59	601	38	698
+45 mins.	140	94	50	284	33	410	72	515	71	134	42	247	44	606	32	682
Total Volume	389	354	184	927	111	1542	248	1901	272	668	156	1096	208	2402	125	2735
% App. Total	42	38.2	19.8		5.8	81.1	13		24.8	60.9	14.2		7.6	87.8	4.6	
PHF	.695	.819	.920	.816	.841	.940	.861	.923	.958	.870	.591	.854	.825	.931	.822	.944

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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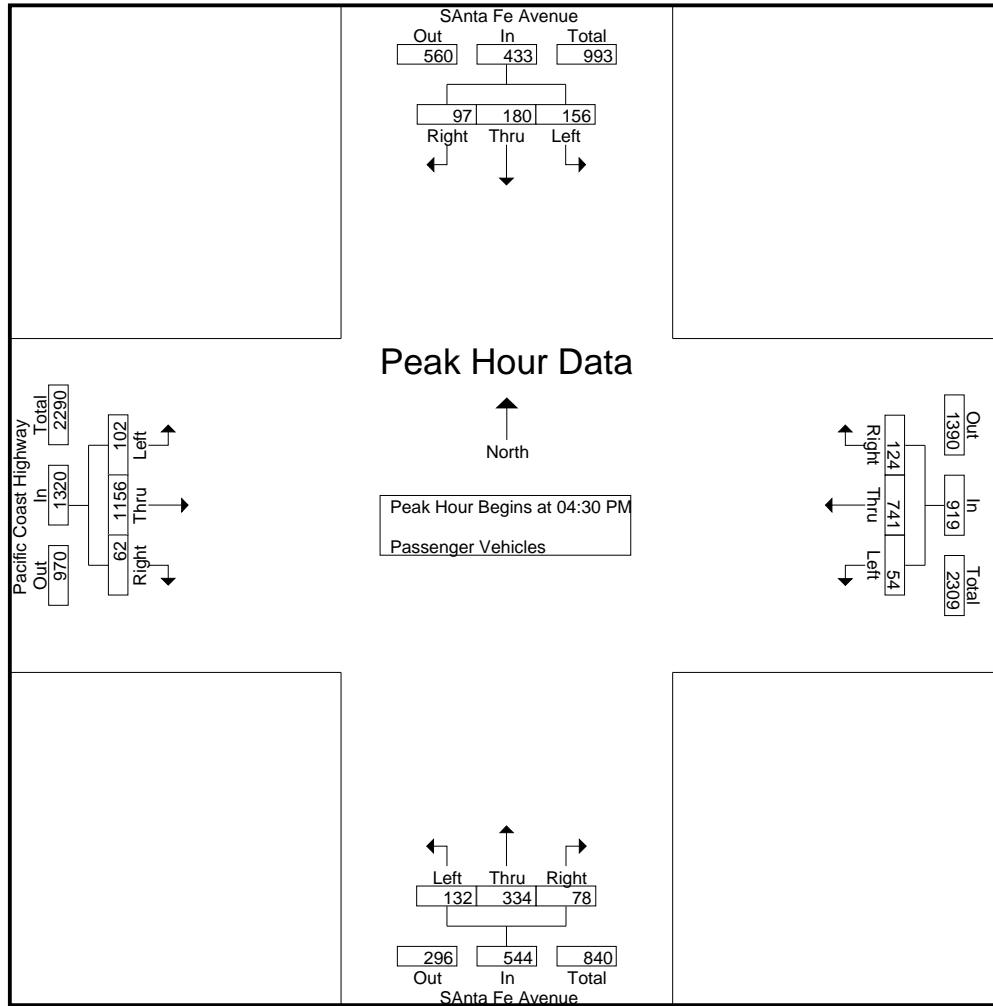
Groups Printed- Passenger Vehicles

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	54	26	118	14	168	22	204	17	54	22	93	25	237	12	274	689
04:15 PM	45	56	15	116	12	179	24	215	32	62	24	118	20	271	12	303	752
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
Total	155	214	91	460	54	736	107	897	115	287	93	495	96	1088	51	1235	3087
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
05:30 PM	70	47	25	142	11	172	30	213	21	56	25	102	23	270	13	306	763
05:45 PM	33	41	33	107	6	144	35	185	16	44	14	74	18	292	13	323	689
Total	187	164	105	456	43	668	128	839	103	263	70	436	92	1138	61	1291	3022
Grand Total	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
Apprch %	37.3	41.3	21.4		5.6	80.9	13.5		23.4	59.1	17.5		7.4	88.1	4.4		
Total %	5.6	6.2	3.2	15	1.6	23	3.8	28.4	3.6	9	2.7	15.2	3.1	36.4	1.8	41.3	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320	3216
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7		
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935	.935

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353
+15 mins.	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305
+30 mins.	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336
+45 mins.	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7	
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935

City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

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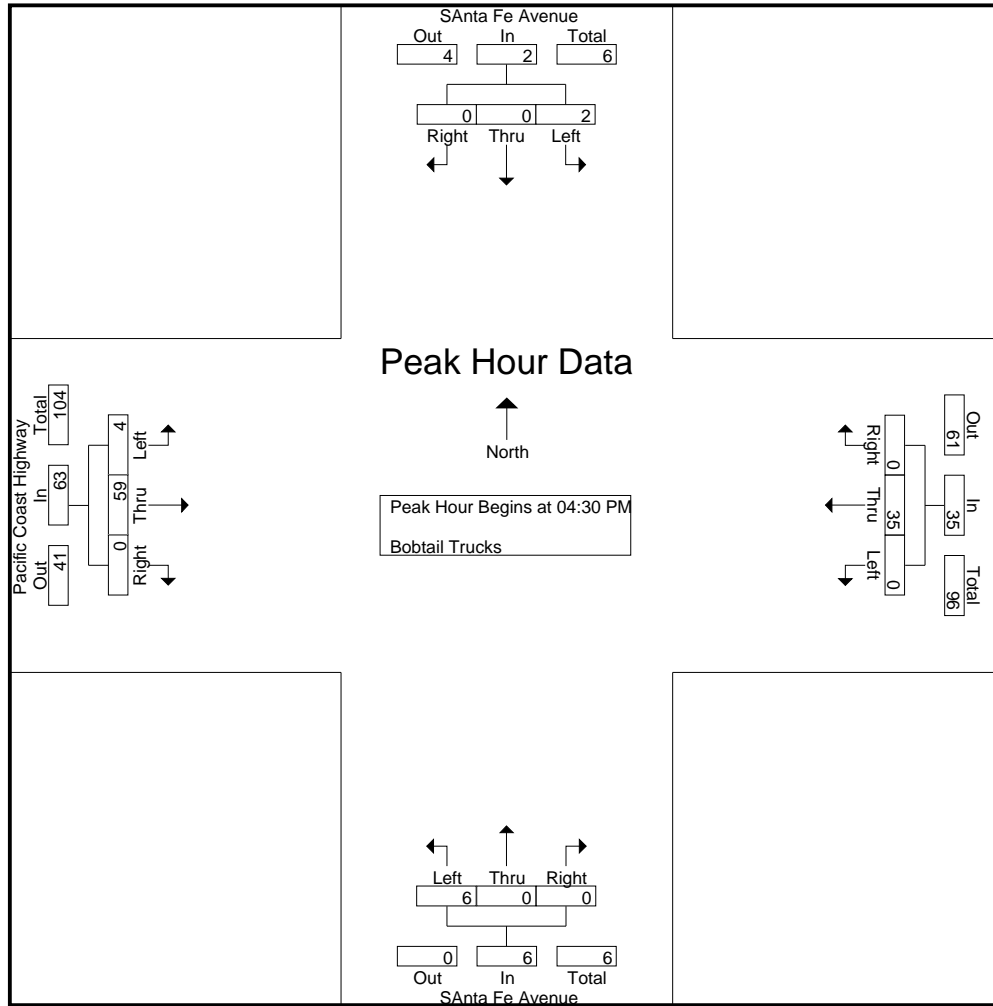
Groups Printed- Bobtail Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	17	0	17	2	0	0	2	0	17	0	17	36
04:15 PM	0	0	0	0	0	11	0	11	2	0	0	2	2	15	0	17	30
04:30 PM	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14	27
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15	26
Total	2	0	0	2	0	48	0	48	6	0	0	6	5	58	0	63	119
05:00 PM	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15	26
05:15 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19	27
05:30 PM	0	0	0	0	0	7	0	7	0	0	0	0	1	13	0	14	21
05:45 PM	0	0	0	0	0	15	0	15	3	0	0	3	1	13	0	14	32
Total	0	0	0	0	0	37	0	37	7	0	0	7	3	59	0	62	106
Grand Total	2	0	0	2	0	85	0	85	13	0	0	13	8	117	0	125	225
Apprch %	100	0	0		0	100	0		100	0	0		6.4	93.6	0		
Total %	0.9	0	0	0.9	0	37.8	0	37.8	5.8	0	0	5.8	3.6	52	0	55.6	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14	27
04:45 PM	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15	26
05:00 PM	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15	26
05:15 PM	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19	27
Total Volume	2	0	0	2	0	35	0	35	6	0	0	6	4	59	0	63	106
% App. Total	100	0	0		0	100	0		100	0	0		6.3	93.7	0		
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.750	.000	.000	.750	.333	.776	.000	.829	.981

City of Long Beach
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	0	0	2	0	10	0	10	1	0	0	1	0	14	0	14
+15 mins.	0	0	0	0	0	10	0	10	1	0	0	1	3	12	0	15
+30 mins.	0	0	0	0	0	9	0	9	2	0	0	2	1	14	0	15
+45 mins.	0	0	0	0	0	6	0	6	2	0	0	2	0	19	0	19
Total Volume	2	0	0	2	0	35	0	35	6	0	0	6	4	59	0	63
% App. Total	100	0	0		0	100	0		100	0	0		6.3	93.7	0	
PHF	.250	.000	.000	.250	.000	.875	.000	.875	.750	.000	.000	.750	.333	.776	.000	.829

City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

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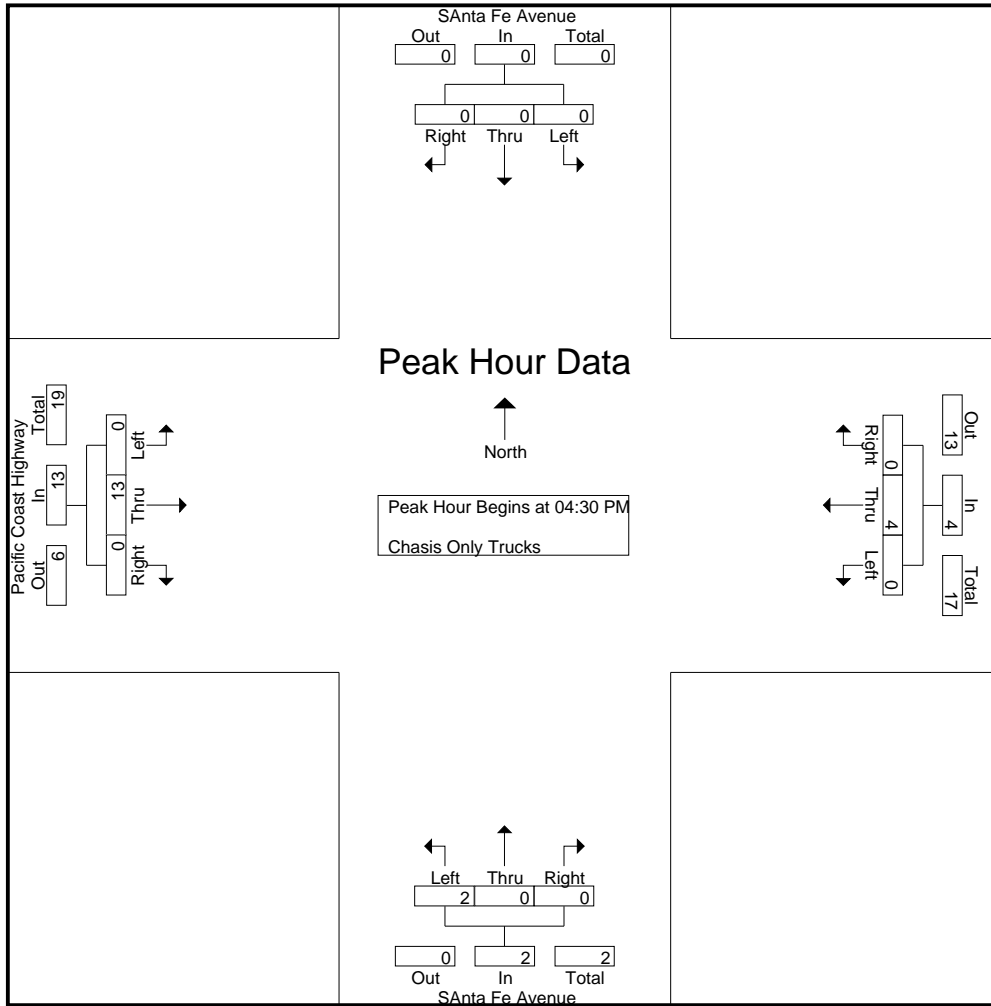
Groups Printed- Chasis Only Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	7	0	7	0	0	0	0	0	5	0	5	12
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	12	0	12	14
Grand Total	0	0	0	0	0	7	0	7	2	0	0	2	0	17	0	17	26
Apprch %	0	0	0		0	100	0		100	0	0		0	100	0		
Total %	0	0	0		0	26.9	0	26.9	7.7	0	0	7.7	0	65.4	0	65.4	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8	9
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	3
Total Volume	0	0	0	0	0	4	0	4	2	0	0	2	0	13	0	13	19
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.500	.000	.000	.500	.000	.406	.000	.406	.528

City of Long Beach
 N/S: Santa Fe Avenue
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	8	0	8
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2
Total Volume	0	0	0	0	0	4	0	4	2	0	0	2	0	13	0	13
% App. Total	0	0	0	0	0	100	0	100	100	0	0	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.333	.000	.333	.500	.000	.000	.500	.000	.406	.000	.406

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCSFPCHPM
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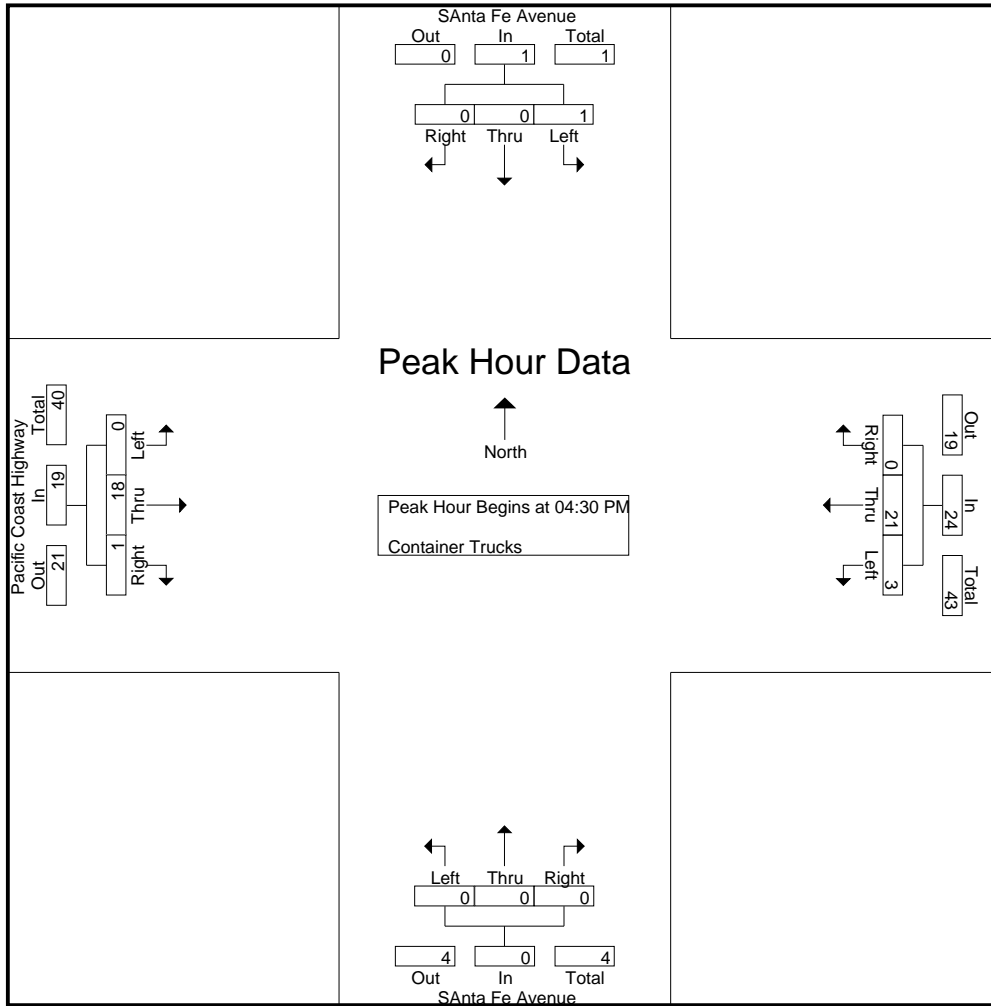
Groups Printed- Container Trucks

Start Time	Santa Fe Avenue Southbound				Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	5	0	5	2	0	0	2	0	6	1	7	15
04:15 PM	0	0	1	1	0	7	0	7	1	0	2	3	0	8	0	8	19
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
Total	0	1	1	2	1	21	0	22	3	0	2	5	0	20	2	22	51
05:00 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3	10
05:15 PM	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9	17
05:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	5	0	5	9
05:45 PM	0	0	0	0	0	7	0	7	1	0	0	1	0	11	0	11	19
Total	1	0	0	1	2	22	0	24	2	0	0	2	0	28	0	28	55
Grand Total	1	1	1	3	3	43	0	46	5	0	2	7	0	48	2	50	106
Apprch %	33.3	33.3	33.3		6.5	93.5	0		71.4	0	28.6		0	96	4		
Total %	0.9	0.9	0.9	2.8	2.8	40.6	0	43.4	4.7	0	1.9	6.6	0	45.3	1.9	47.2	

Start Time	Santa Fe Avenue Southbound				Westbound				Santa Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3	7
04:45 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4	10
05:00 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3	10
05:15 PM	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9	17
Total Volume	1	0	0	1	3	21	0	24	0	0	0	0	0	18	1	19	44
% App. Total	100	0	0		12.5	87.5	0		0	0	0		0	94.7	5.3		
PHF	.250	.000	.000	.250	.750	.875	.000	.857	.000	.000	.000	.000	.000	.500	.250	.528	.647

City of Long Beach
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 E/W: Pacific Coast Highway
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	2	1	3
+15 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	4	0	4
+30 mins.	0	0	0	0	1	6	0	7	0	0	0	0	0	3	0	3
+45 mins.	1	0	0	1	1	6	0	7	0	0	0	0	0	9	0	9
Total Volume	1	0	0	1	3	21	0	24	0	0	0	0	0	18	1	19
% App. Total	100	0	0	0	12.5	87.5	0	0	0	0	0	0	0	94.7	5.3	0
PHF	.250	.000	.000	.250	.750	.875	.000	.857	.000	.000	.000	.000	.000	.500	.250	.528

City of Long Beach
 N/S: Santa Fe Avenue
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 Weather: Sunny

File Name : LBCSFPCHPM
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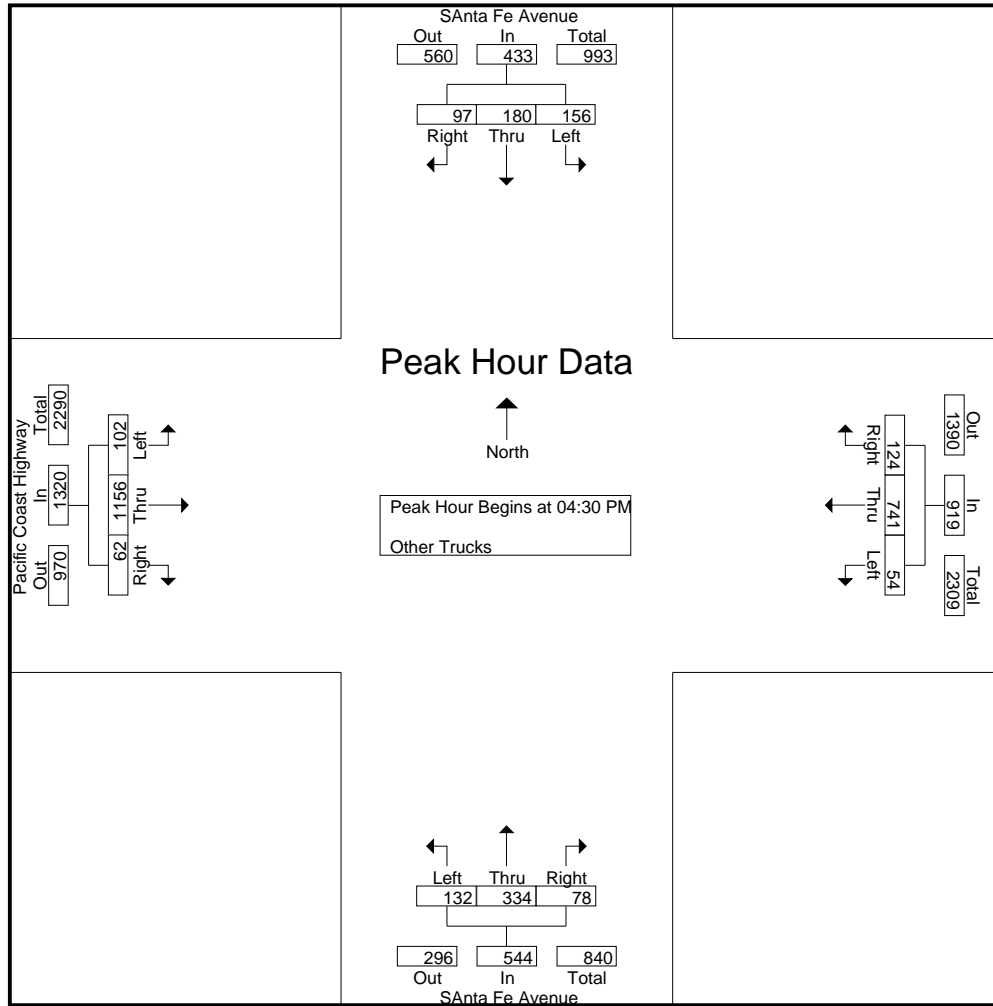
Groups Printed- Other Trucks

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	38	54	26	118	14	168	22	204	17	54	22	93	25	237	12	274	689
04:15 PM	45	56	15	116	12	179	24	215	32	62	24	118	20	271	12	303	752
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
Total	155	214	91	460	54	736	107	897	115	287	93	495	96	1088	51	1235	3087
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
05:30 PM	70	47	25	142	11	172	30	213	21	56	25	102	23	270	13	306	763
05:45 PM	33	41	33	107	6	144	35	185	16	44	14	74	18	292	13	323	689
Total	187	164	105	456	43	668	128	839	103	263	70	436	92	1138	61	1291	3022
Grand Total	342	378	196	916	97	1404	235	1736	218	550	163	931	188	2226	112	2526	6109
Apprch %	37.3	41.3	21.4		5.6	80.9	13.5		23.4	59.1	17.5		7.4	88.1	4.4		
Total %	5.6	6.2	3.2	15	1.6	23	3.8	28.4	3.6	9	2.7	15.2	3.1	36.4	1.8	41.3	

Start Time	SANTA Fe Avenue Southbound				Westbound				SANTA Fe Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353	860
04:45 PM	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305	786
05:00 PM	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336	765
05:15 PM	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326	805
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320	3216
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7		
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935	.935

City of Long Beach
 N/S: Santa Fe Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	32	50	30	112	13	194	28	235	34	93	33	160	21	314	18	353
+15 mins.	40	54	20	114	15	195	33	243	32	78	14	124	30	266	9	305
+30 mins.	40	36	25	101	10	153	27	190	32	96	10	138	29	288	19	336
+45 mins.	44	40	22	106	16	199	36	251	34	67	21	122	22	288	16	326
Total Volume	156	180	97	433	54	741	124	919	132	334	78	544	102	1156	62	1320
% App. Total	36	41.6	22.4		5.9	80.6	13.5		24.3	61.4	14.3		7.7	87.6	4.7	
PHF	.886	.833	.808	.950	.844	.931	.861	.915	.971	.870	.591	.850	.850	.920	.816	.935

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

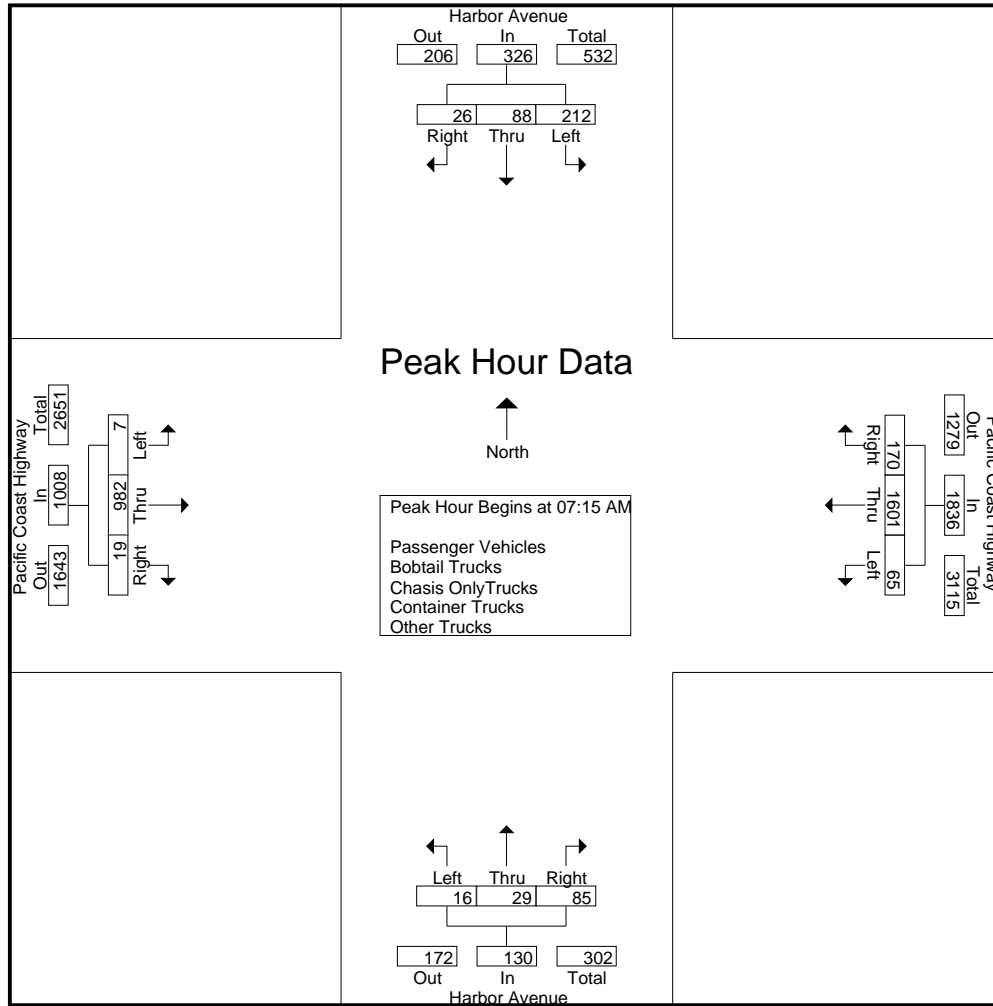
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	32	13	8	53	7	253	36	296	6	2	12	20	0	182	3	185	554
07:15 AM	49	18	9	76	19	463	42	524	8	5	15	28	3	221	6	230	858
07:30 AM	67	51	4	122	14	424	66	504	1	8	26	35	1	300	2	303	964
07:45 AM	48	7	6	61	14	362	36	412	4	10	22	36	1	256	9	266	775
Total	196	89	27	312	54	1502	180	1736	19	25	75	119	5	959	20	984	3151
08:00 AM	48	12	7	67	18	352	26	396	3	6	22	31	2	205	2	209	703
08:15 AM	39	9	7	55	14	313	21	348	1	2	19	22	1	248	2	251	676
08:30 AM	30	10	9	49	10	279	19	308	5	1	35	41	1	242	6	249	647
08:45 AM	38	8	5	51	9	284	15	308	4	0	35	39	1	232	8	241	639
Total	155	39	28	222	51	1228	81	1360	13	9	111	133	5	927	18	950	2665
Grand Total	351	128	55	534	105	2730	261	3096	32	34	186	252	10	1886	38	1934	5816
Apprch %	65.7	24	10.3		3.4	88.2	8.4		12.7	13.5	73.8		0.5	97.5	2		
Total %	6	2.2	0.9	9.2	1.8	46.9	4.5	53.2	0.6	0.6	3.2	4.3	0.2	32.4	0.7	33.3	
Passenger Vehicles	351	128	55	534	98	2527	260	2885	23	34	122	179	9	1531	33	1573	5171
% Passenger Vehicles	100	100	100	100	93.3	92.6	99.6	93.2	71.9	100	65.6	71	90	81.2	86.8	81.3	88.9
Bobtail Trucks	0	0	0	0	4	50	0	54	6	0	28	34	1	73	3	77	165
% Bobtail Trucks	0	0	0	0	3.8	1.8	0	1.7	18.8	0	15.1	13.5	10	3.9	7.9	4	2.8
Chasis Only Trucks	0	0	0	0	0	3	0	3	0	0	1	1	0	16	0	16	20
% Chasis Only Trucks	0	0	0	0	0	0.1	0	0.1	0	0	0.5	0.4	0	0.8	0	0.8	0.3
Container Trucks	0	0	0	0	1	32	0	33	0	0	27	27	0	158	1	159	219
% Container Trucks	0	0	0	0	1	1.2	0	1.1	0	0	14.5	10.7	0	8.4	2.6	8.2	3.8
Other Trucks	0	0	0	0	2	118	1	121	3	0	8	11	0	108	1	109	241
% Other Trucks	0	0	0	0	1.9	4.3	0.4	3.9	9.4	0	4.3	4.4	0	5.7	2.6	5.6	4.1

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	49	18	9	76	19	463	42	524	8	5	15	28	3	221	6	230	858
07:30 AM	67	51	4	122	14	424	66	504	1	8	26	35	1	300	2	303	964
07:45 AM	48	7	6	61	14	362	36	412	4	10	22	36	1	256	9	266	775
08:00 AM	48	12	7	67	18	352	26	396	3	6	22	31	2	205	2	209	703
Total Volume	212	88	26	326	65	1601	170	1836	16	29	85	130	7	982	19	1008	3300
% App. Total	65	27	8		3.5	87.2	9.3		12.3	22.3	65.4		0.7	97.4	1.9		
PHF	.791	.431	.722	.668	.855	.864	.644	.876	.500	.725	.817	.903	.583	.818	.528	.832	.856

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				08:00 AM				07:30 AM			
+0 mins.	49	18	9	76	19	463	42	524	3	6	22	31	1	300	2	303
+15 mins.	67	51	4	122	14	424	66	504	1	2	19	22	1	256	9	266
+30 mins.	48	7	6	61	14	362	36	412	5	1	35	41	2	205	2	209
+45 mins.	48	12	7	67	18	352	26	396	4	0	35	39	1	248	2	251
Total Volume	212	88	26	326	65	1601	170	1836	13	9	111	133	5	1009	15	1029
% App. Total	65	27	8		3.5	87.2	9.3		9.8	6.8	83.5		0.5	98.1	1.5	
PHF	.791	.431	.722	.668	.855	.864	.644	.876	.650	.375	.793	.811	.625	.841	.417	.849

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

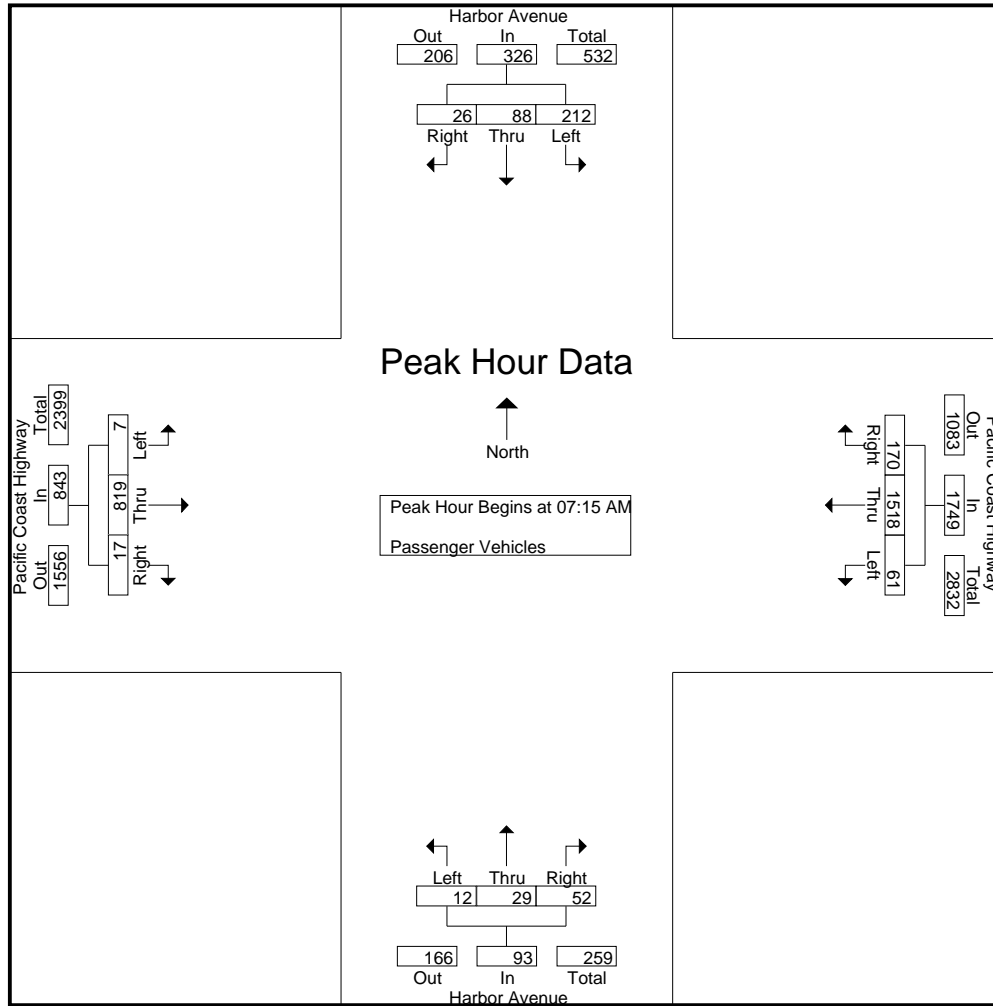
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	32	13	8	53	7	235	35	277	5	2	7	14	0	146	2	148	492
07:15 AM	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191	784
07:30 AM	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261	891
07:45 AM	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218	705
Total	196	89	27	312	51	1428	179	1658	15	25	44	84	5	796	17	818	2872
08:00 AM	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173	631
08:15 AM	39	9	7	55	13	281	21	315	1	2	14	17	1	198	2	201	588
08:30 AM	30	10	9	49	10	252	19	281	3	1	23	27	0	190	6	196	553
08:45 AM	38	8	5	51	7	241	15	263	2	0	26	28	1	178	6	185	527
Total	155	39	28	222	47	1099	81	1227	8	9	78	95	4	735	16	755	2299
Grand Total	351	128	55	534	98	2527	260	2885	23	34	122	179	9	1531	33	1573	5171
Apprch %	65.7	24	10.3		3.4	87.6	9		12.8	19	68.2		0.6	97.3	2.1		
Total %	6.8	2.5	1.1	10.3	1.9	48.9	5	55.8	0.4	0.7	2.4	3.5	0.2	29.6	0.6	30.4	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191	784
07:30 AM	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261	891
07:45 AM	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218	705
08:00 AM	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173	631
Total Volume	212	88	26	326	61	1518	170	1749	12	29	52	93	7	819	17	843	3011
% App. Total	65	27	8		3.5	86.8	9.7		12.9	31.2	55.9		0.8	97.2	2		
PHF	.791	.431	.722	.668	.897	.861	.644	.876	.500	.725	.722	.861	.583	.794	.472	.807	.845

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	49	18	9	76	16	441	42	499	6	5	7	18	3	184	4	191
+15 mins.	67	51	4	122	14	401	66	481	1	8	18	27	1	258	2	261
+30 mins.	48	7	6	61	14	351	36	401	3	10	12	25	1	208	9	218
+45 mins.	48	12	7	67	17	325	26	368	2	6	15	23	2	169	2	173
Total Volume	212	88	26	326	61	1518	170	1749	12	29	52	93	7	819	17	843
% App. Total	65	27	8		3.5	86.8	9.7		12.9	31.2	55.9		0.8	97.2	2	
PHF	.791	.431	.722	.668	.897	.861	.644	.876	.500	.725	.722	.861	.583	.794	.472	.807

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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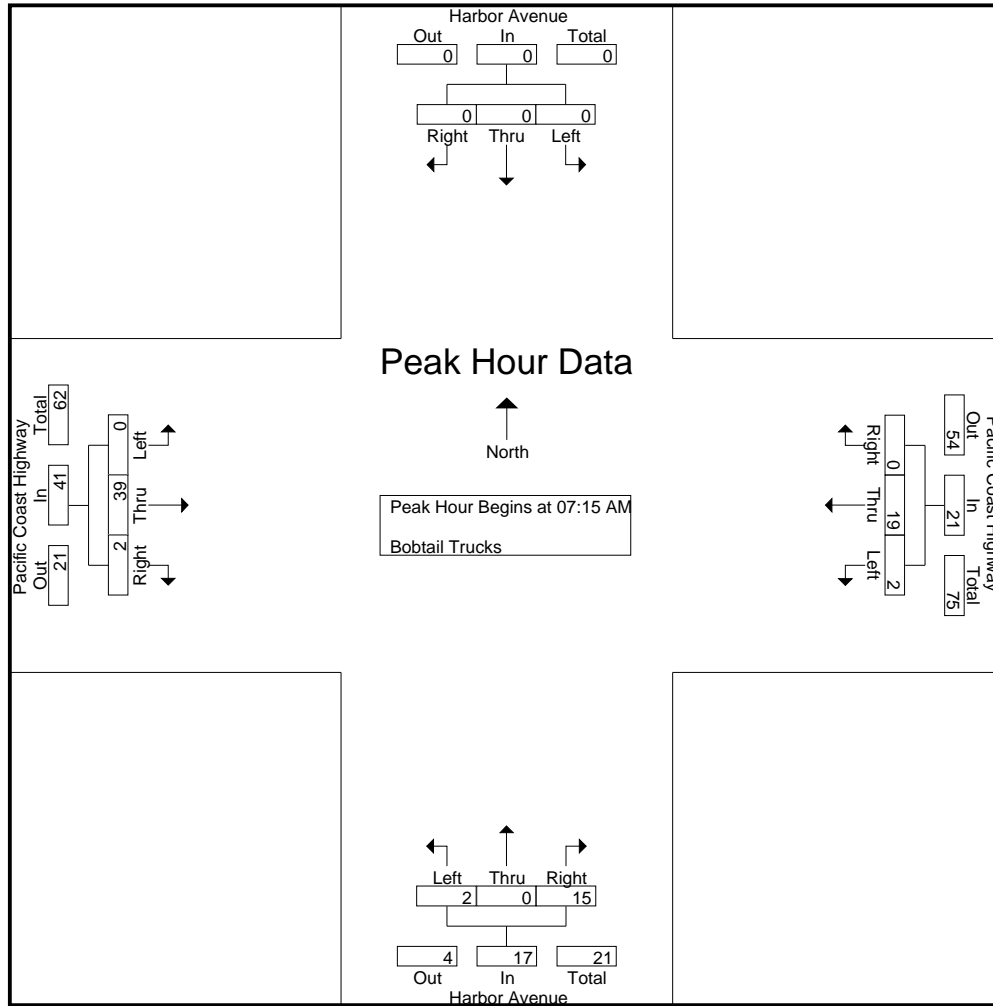
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	4	0	4	0	0	1	1	0	4	0	4	9
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13	19
07:30 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10	21
07:45 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9	20
Total	0	0	0	0	1	18	0	19	1	0	13	14	0	34	2	36	69
08:00 AM	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9	19
08:15 AM	0	0	0	0	0	9	0	9	0	0	3	3	0	8	0	8	20
08:30 AM	0	0	0	0	0	11	0	11	2	0	7	9	1	11	0	12	32
08:45 AM	0	0	0	0	2	7	0	9	2	0	2	4	0	11	1	12	25
Total	0	0	0	0	3	32	0	35	5	0	15	20	1	39	1	41	96
Grand Total	0	0	0	0	4	50	0	54	6	0	28	34	1	73	3	77	165
Apprch %	0	0	0		7.4	92.6	0		17.6	0	82.4		1.3	94.8	3.9		
Total %	0	0	0		2.4	30.3	0	32.7	3.6	0	17	20.6	0.6	44.2	1.8	46.7	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13	19
07:30 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10	21
07:45 AM	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9	20
08:00 AM	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9	19
Total Volume	0	0	0	0	2	19	0	21	2	0	15	17	0	39	2	41	79
% App. Total	0	0	0		9.5	90.5	0		11.8	0	88.2		0	95.1	4.9		
PHF	.000	.000	.000	.000	.500	.950	.000	.875	.500	.000	.625	.708	.000	.886	.250	.788	.940

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	1	4	0	5	1	0	0	1	0	11	2	13
+15 mins.	0	0	0	0	0	5	0	5	0	0	6	6	0	10	0	10
+30 mins.	0	0	0	0	0	5	0	5	0	0	6	6	0	9	0	9
+45 mins.	0	0	0	0	1	5	0	6	1	0	3	4	0	9	0	9
Total Volume	0	0	0	0	2	19	0	21	2	0	15	17	0	39	2	41
% App. Total	0	0	0	0	9.5	90.5	0		11.8	0	88.2		0	95.1	4.9	
PHF	.000	.000	.000	.000	.500	.950	.000	.875	.500	.000	.625	.708	.000	.886	.250	.788

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
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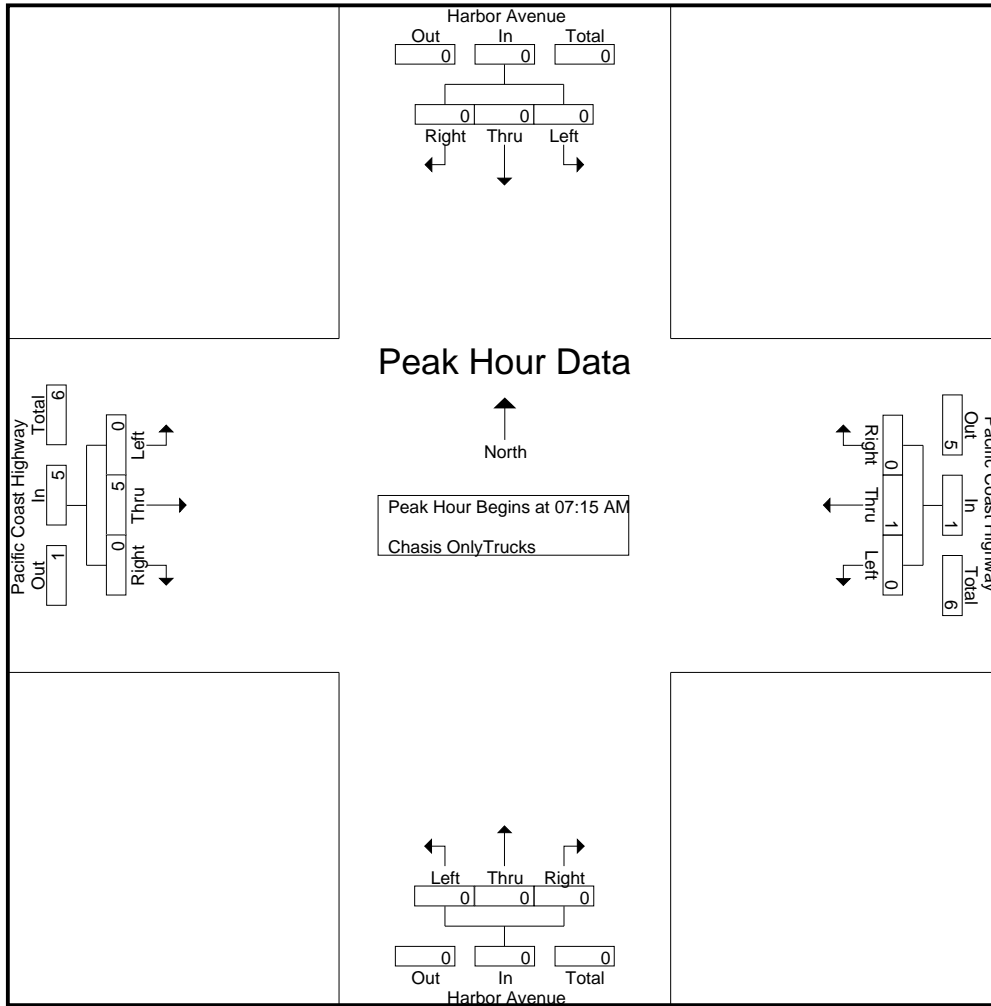
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	6	0	6	7
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	14	0	14	17
Grand Total	0	0	0	0	0	3	0	3	0	0	1	1	0	16	0	16	20
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	15	0	15	0	0	5	5	0	80	0	80	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5	6
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.417	.000	.417	.500

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.417	.000	.417

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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 Start Date : 2/28/2012
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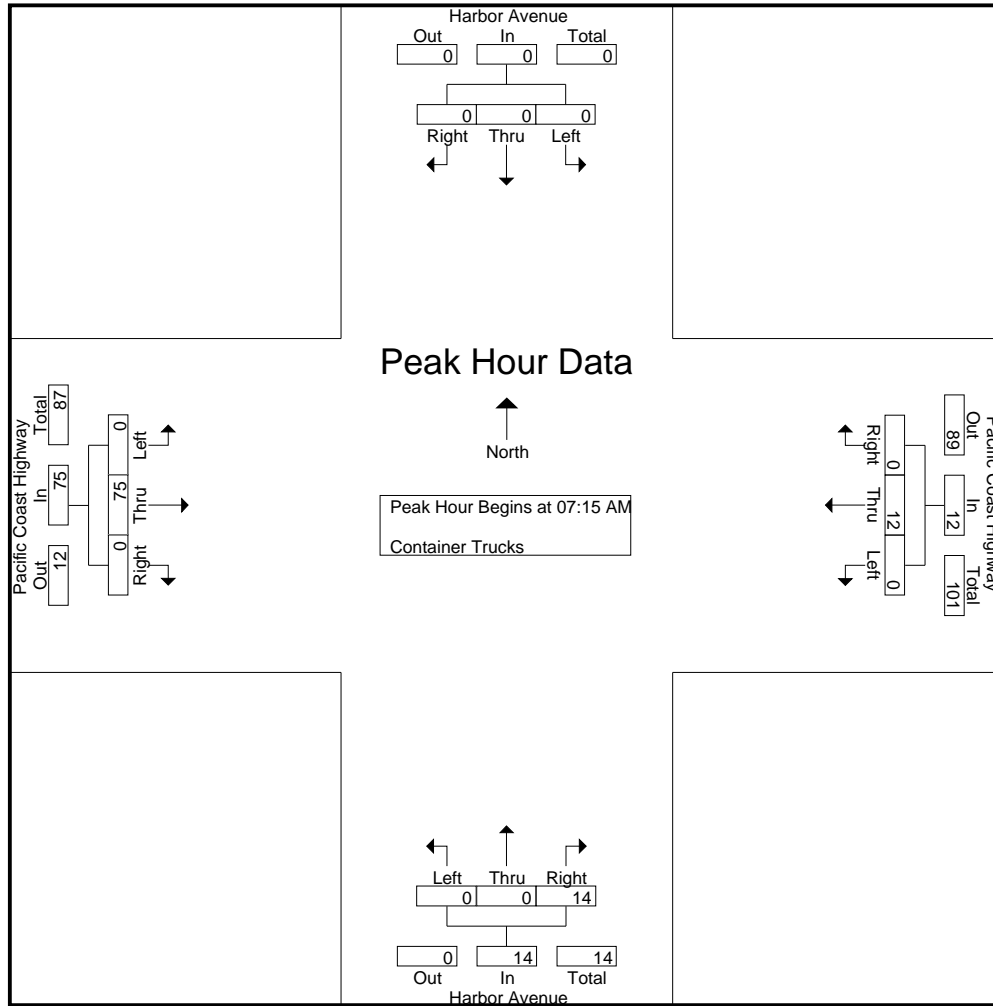
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	2	0	2	0	0	4	4	0	16	1	17	23
07:15 AM	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18	29
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19	22
07:45 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21	26
Total	0	0	0	0	0	9	0	9	0	0	16	16	0	74	1	75	100
08:00 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17	24
08:15 AM	0	0	0	0	1	5	0	6	0	0	1	1	0	24	0	24	31
08:30 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	19	0	19	24
08:45 AM	0	0	0	0	0	10	0	10	0	0	6	6	0	24	0	24	40
Total	0	0	0	0	1	23	0	24	0	0	11	11	0	84	0	84	119
Grand Total	0	0	0	0	1	32	0	33	0	0	27	27	0	158	1	159	219
Apprch %	0	0	0		3	97	0		0	0	100		0	99.4	0.6		
Total %	0	0	0		0.5	14.6	0	15.1	0	0	12.3	12.3	0	72.1	0.5	72.6	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18	29
07:30 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19	22
07:45 AM	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21	26
08:00 AM	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17	24
Total Volume	0	0	0	0	0	12	0	12	0	0	14	14	0	75	0	75	101
% App. Total	0	0	0		0	100	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.500	.500	.000	.893	.000	.893	.871

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	7	7	0	18	0	18
+15 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	19	0	19
+30 mins.	0	0	0	0	0	1	0	1	0	0	4	4	0	21	0	21
+45 mins.	0	0	0	0	0	5	0	5	0	0	2	2	0	17	0	17
Total Volume	0	0	0	0	0	12	0	12	0	0	14	14	0	75	0	75
% App. Total	0	0	0	0	0	100	0	100	0	0	100	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.500	.500	.000	.893	.000	.893

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHAM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

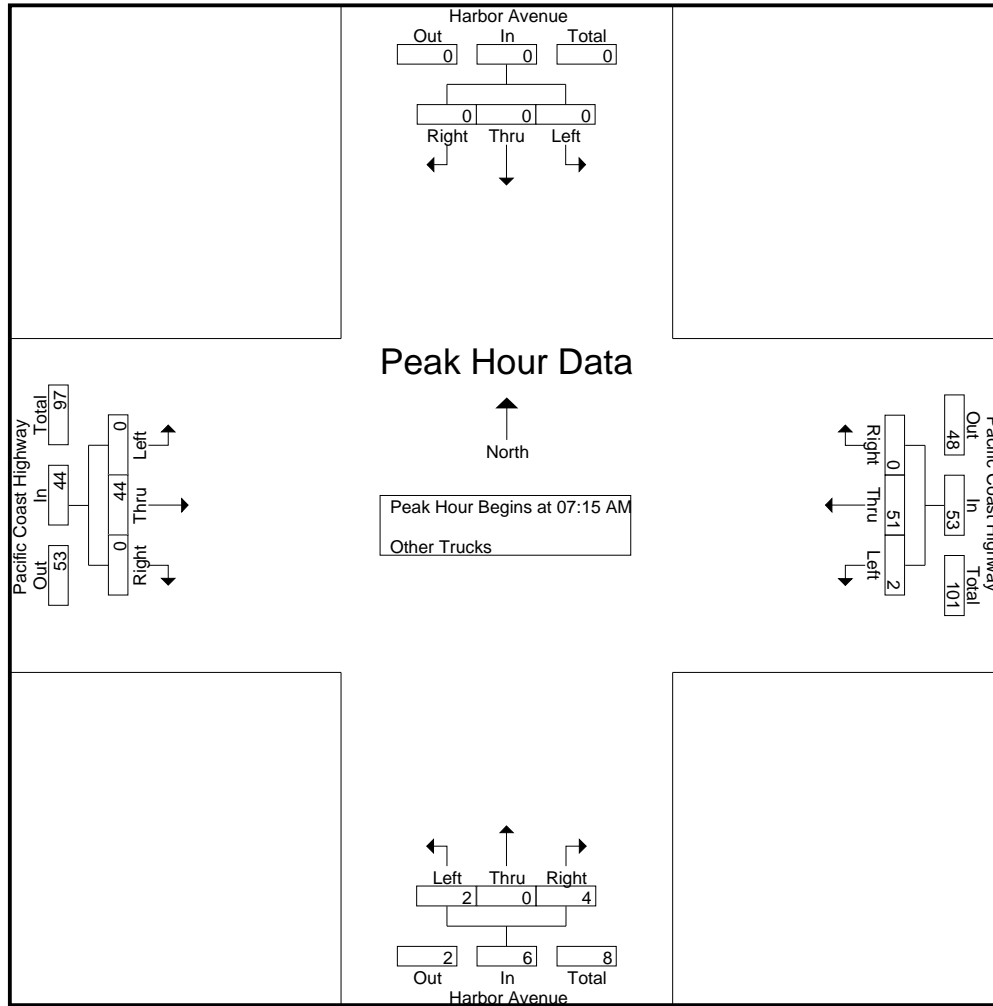
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	12	1	13	1	0	0	1	0	16	0	16	30
07:15 AM	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7	24
07:30 AM	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
07:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18	24
Total	0	0	0	0	2	46	1	49	3	0	2	5	0	53	0	53	107
08:00 AM	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7	26
08:15 AM	0	0	0	0	0	18	0	18	0	0	1	1	0	14	0	14	33
08:30 AM	0	0	0	0	0	12	0	12	0	0	2	2	0	21	0	21	35
08:45 AM	0	0	0	0	0	25	0	25	0	0	1	1	0	13	1	14	40
Total	0	0	0	0	0	72	0	72	0	0	6	6	0	55	1	56	134
Grand Total	0	0	0	0	2	118	1	121	3	0	8	11	0	108	1	109	241
Apprch %	0	0	0	0	1.7	97.5	0.8		27.3	0	72.7		0	99.1	0.9		
Total %	0	0	0	0	0.8	49	0.4	50.2	1.2	0	3.3	4.6	0	44.8	0.4	45.2	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7	24
07:30 AM	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12	29
07:45 AM	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18	24
08:00 AM	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7	26
Total Volume	0	0	0	0	2	51	0	53	2	0	4	6	0	44	0	44	103
% App. Total	0	0	0	0	3.8	96.2	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.779	.500	.000	.500	.750	.000	.611	.000	.611	.888

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	2	13	0	15	1	0	1	2	0	7	0	7
+15 mins.	0	0	0	0	0	16	0	16	0	0	1	1	0	12	0	12
+30 mins.	0	0	0	0	0	5	0	5	1	0	0	1	0	18	0	18
+45 mins.	0	0	0	0	0	17	0	17	0	0	2	2	0	7	0	7
Total Volume	0	0	0	0	2	51	0	53	2	0	4	6	0	44	0	44
% App. Total	0	0	0	0	3.8	96.2	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.000	.000	.250	.750	.000	.779	.500	.000	.500	.750	.000	.611	.000	.611

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
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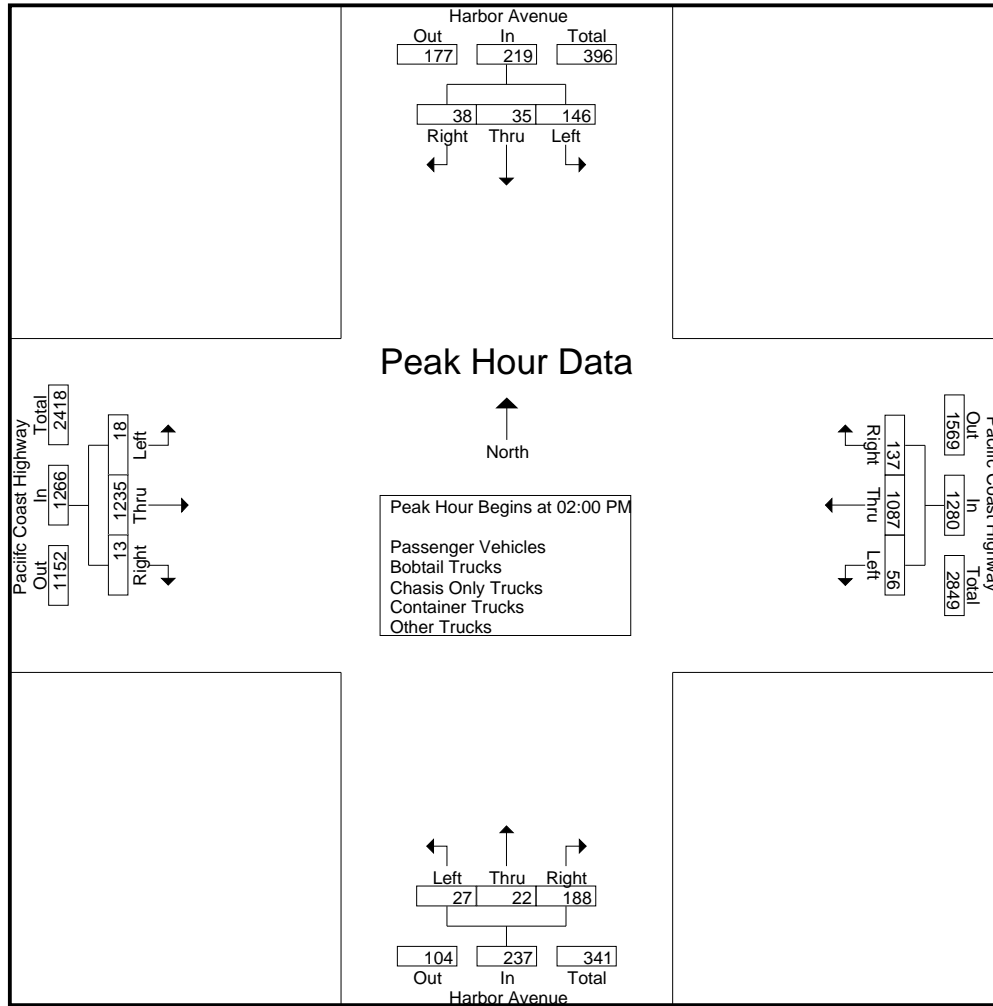
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	34	6	8	48	24	252	28	304	5	3	34	42	5	259	2	266	660
01:15 PM	34	12	13	59	21	242	28	291	4	7	39	50	1	260	4	265	665
01:30 PM	25	6	4	35	15	240	23	278	6	2	43	51	5	288	9	302	666
01:45 PM	20	4	3	27	11	256	28	295	9	4	34	47	3	310	4	317	686
Total	113	28	28	169	71	990	107	1168	24	16	150	190	14	1117	19	1150	2677
02:00 PM	26	4	9	39	12	263	32	307	6	7	39	52	3	316	4	323	721
02:15 PM	36	10	8	54	14	228	31	273	6	4	34	44	5	307	2	314	685
02:30 PM	39	8	15	62	18	286	32	336	9	8	65	82	9	318	3	330	810
02:45 PM	45	13	6	64	12	310	42	364	6	3	50	59	1	294	4	299	786
Total	146	35	38	219	56	1087	137	1280	27	22	188	237	18	1235	13	1266	3002
Grand Total	259	63	66	388	127	2077	244	2448	51	38	338	427	32	2352	32	2416	5679
Apprch %	66.8	16.2	17		5.2	84.8	10		11.9	8.9	79.2		1.3	97.4	1.3		
Total %	4.6	1.1	1.2	6.8	2.2	36.6	4.3	43.1	0.9	0.7	6	7.5	0.6	41.4	0.6	42.5	
Passenger Vehicles	259	63	48	370	119	1806	244	2169	36	38	303	377	26	2023	20	2069	4985
% Passenger Vehicles	100	100	72.7	95.4	93.7	87	100	88.6	70.6	100	89.6	88.3	81.2	86	62.5	85.6	87.8
Bobtail Trucks	0	0	0	0	0	93	0	93	14	0	14	28	6	73	6	85	206
% Bobtail Trucks	0	0	0	0	0	4.5	0	3.8	27.5	0	4.1	6.6	18.8	3.1	18.8	3.5	3.6
Chasis Only Trucks	0	0	18	18	0	0	0	0	1	0	1	2	0	20	0	20	40
% Chasis Only Trucks	0	0	27.3	4.6	0	0	0	0	2	0	0.3	0.5	0	0.9	0	0.8	0.7
Container Trucks	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
% Container Trucks	0	0	0	0	3.1	4.3	0	3.8	0	0	3	2.3	0	5	9.4	5	3.9
Other Trucks	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
% Other Trucks	0	0	0	0	3.1	4.3	0	3.8	0	0	3	2.3	0	5	9.4	5	3.9

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	26	4	9	39	12	263	32	307	6	7	39	52	3	316	4	323	721
02:15 PM	36	10	8	54	14	228	31	273	6	4	34	44	5	307	2	314	685
02:30 PM	39	8	15	62	18	286	32	336	9	8	65	82	9	318	3	330	810
02:45 PM	45	13	6	64	12	310	42	364	6	3	50	59	1	294	4	299	786
Total Volume	146	35	38	219	56	1087	137	1280	27	22	188	237	18	1235	13	1266	3002
% App. Total	66.7	16	17.4		4.4	84.9	10.7		11.4	9.3	79.3		1.4	97.6	1		
PHF	.811	.673	.633	.855	.778	.877	.815	.879	.750	.688	.723	.723	.500	.971	.813	.959	.927

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 01:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				01:45 PM			
+0 mins.	26	4	9	39	12	263	32	307	6	7	39	52	3	310	4	317
+15 mins.	36	10	8	54	14	228	31	273	6	4	34	44	3	316	4	323
+30 mins.	39	8	15	62	18	286	32	336	9	8	65	82	5	307	2	314
+45 mins.	45	13	6	64	12	310	42	364	6	3	50	59	9	318	3	330
Total Volume	146	35	38	219	56	1087	137	1280	27	22	188	237	20	1251	13	1284
% App. Total	66.7	16	17.4		4.4	84.9	10.7		11.4	9.3	79.3		1.6	97.4	1	
PHF	.811	.673	.633	.855	.778	.877	.815	.879	.750	.688	.723	.723	.556	.983	.813	.973

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
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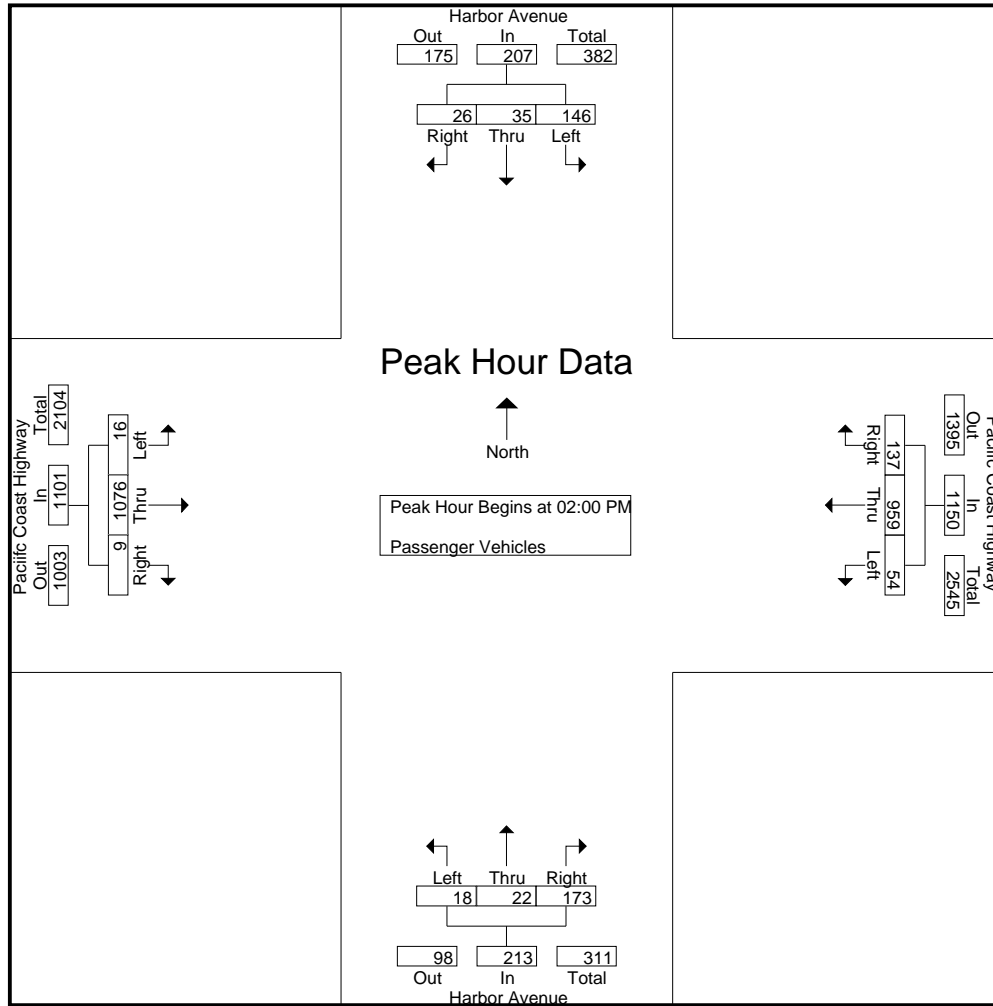
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	34	6	6	46	22	207	28	257	4	3	27	34	5	216	2	223	560
01:15 PM	34	12	13	59	19	212	28	259	3	7	32	42	0	220	1	221	581
01:30 PM	25	6	2	33	15	210	23	248	4	2	39	45	4	242	6	252	578
01:45 PM	20	4	1	25	9	218	28	255	7	4	32	43	1	269	2	272	595
Total	113	28	22	163	65	847	107	1019	18	16	130	164	10	947	11	968	2314
02:00 PM	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286	657
02:15 PM	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261	598
02:30 PM	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282	700
02:45 PM	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272	716
Total	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101	2671
Grand Total	259	63	48	370	119	1806	244	2169	36	38	303	377	26	2023	20	2069	4985
Apprch %	70	17	13		5.5	83.3	11.2		9.5	10.1	80.4		1.3	97.8	1		
Total %	5.2	1.3	1	7.4	2.4	36.2	4.9	43.5	0.7	0.8	6.1	7.6	0.5	40.6	0.4	41.5	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286	657
02:15 PM	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261	598
02:30 PM	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282	700
02:45 PM	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272	716
Total Volume	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101	2671
% App. Total	70.5	16.9	12.6		4.7	83.4	11.9		8.5	10.3	81.2		1.5	97.7	0.8		
PHF	.811	.673	.591	.835	.844	.869	.815	.871	.750	.688	.733	.729	.500	.957	.563	.962	.933

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	26	4	5	35	12	242	32	286	5	7	38	50	3	281	2	286
+15 mins.	36	10	6	52	14	202	31	247	4	4	30	38	4	256	1	261
+30 mins.	39	8	11	58	16	239	32	287	6	8	59	73	8	272	2	282
+45 mins.	45	13	4	62	12	276	42	330	3	3	46	52	1	267	4	272
Total Volume	146	35	26	207	54	959	137	1150	18	22	173	213	16	1076	9	1101
% App. Total	70.5	16.9	12.6		4.7	83.4	11.9		8.5	10.3	81.2		1.5	97.7	0.8	
PHF	.811	.673	.591	.835	.844	.869	.815	.871	.750	.688	.733	.729	.500	.957	.563	.962

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
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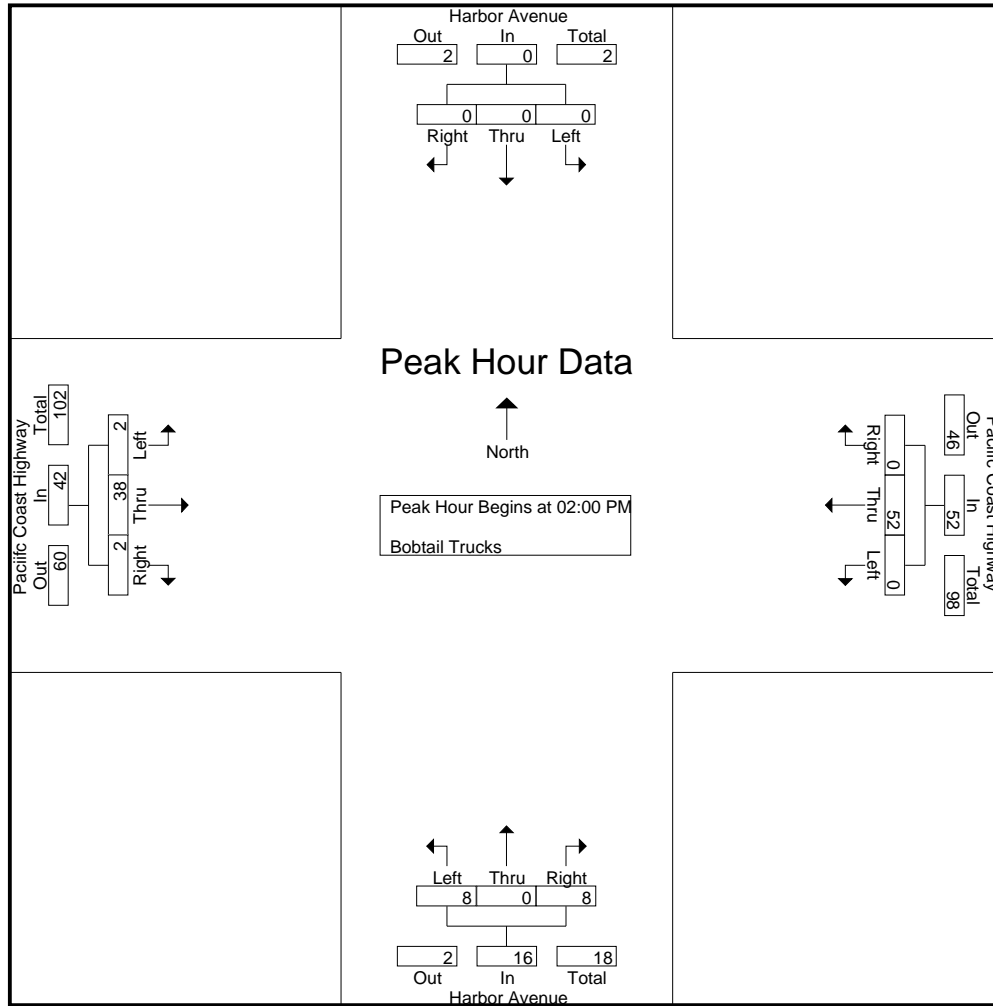
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	0	13	0	13	1	0	1	2	0	13	0	13	28
01:15 PM	0	0	0	0	0	4	0	4	1	0	1	2	1	3	1	5	11
01:30 PM	0	0	0	0	0	16	0	16	2	0	2	4	1	11	1	13	33
01:45 PM	0	0	0	0	0	8	0	8	2	0	2	4	2	8	2	12	24
Total	0	0	0	0	0	41	0	41	6	0	6	12	4	35	4	43	96
02:00 PM	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7	18
02:15 PM	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14	30
02:30 PM	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12	35
02:45 PM	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9	27
Total	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42	110
Grand Total	0	0	0	0	0	93	0	93	14	0	14	28	6	73	6	85	206
Apprch %	0	0	0		0	100	0		50	0	50		7.1	85.9	7.1		
Total %	0	0	0		0	45.1	0	45.1	6.8	0	6.8	13.6	2.9	35.4	2.9	41.3	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7	18
02:15 PM	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14	30
02:30 PM	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12	35
02:45 PM	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9	27
Total Volume	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42	110
% App. Total	0	0	0		0	100	0		50	0	50		4.8	90.5	4.8		
PHF	.000	.000	.000	.000	.000	.765	.000	.765	.667	.000	.667	.667	.500	.792	.500	.750	.786

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	9	0	9	1	0	1	2	0	7	0	7
+15 mins.	0	0	0	0	0	12	0	12	2	0	2	4	1	12	1	14
+30 mins.	0	0	0	0	0	17	0	17	3	0	3	6	1	10	1	12
+45 mins.	0	0	0	0	0	14	0	14	2	0	2	4	0	9	0	9
Total Volume	0	0	0	0	0	52	0	52	8	0	8	16	2	38	2	42
% App. Total	0	0	0	0	0	100	0	100	50	0	50	100	4.8	90.5	4.8	100
PHF	.000	.000	.000	.000	.000	.765	.000	.765	.667	.000	.667	.667	.500	.792	.500	.750

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

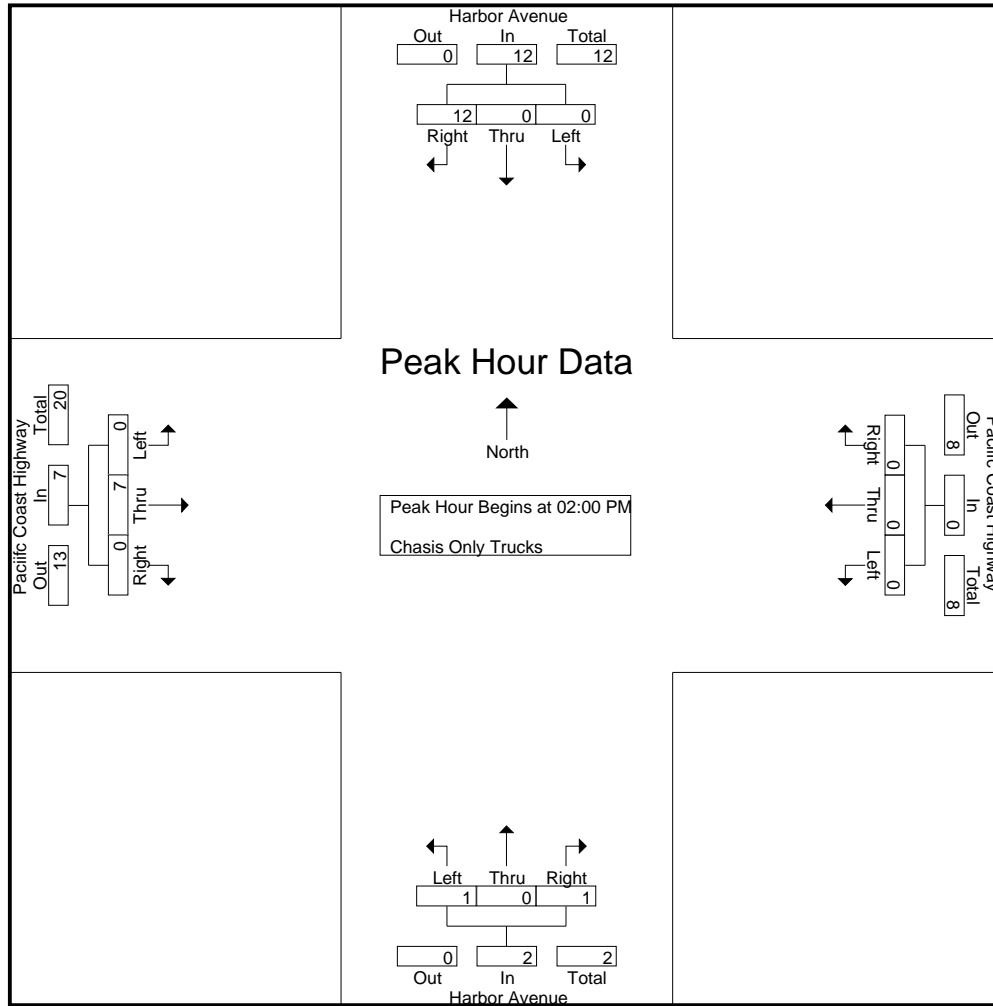
Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	9
01:30 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
01:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	6	6	0	0	0	0	0	0	0	0	0	13	0	13	19
02:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4	8
02:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
02:30 PM	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	5
02:45 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7	21
Grand Total	0	0	18	18	0	0	0	0	1	0	1	2	0	20	0	20	40
Apprch %	0	0	100		0	0	0		50	0	50		0	100	0		
Total %	0	0	45	45	0	0	0	0	2.5	0	2.5	5	0	50	0	50	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4	8
02:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
02:30 PM	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0	5
02:45 PM	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0	3
Total Volume	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7	21
% App. Total	0	0	100		0	0	0		50	0	50		0	100	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.250	.500	.000	.438	.000	.438	.656

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	4	4	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	4	4	0	0	0	0	0	0	1	1	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	0	12	12	0	0	0	0	1	0	1	2	0	7	0	7
% App. Total	0	0	100		0	0	0		50	0	50		0	100	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.250	.000	.250	.500	.000	.438	.000	.438

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

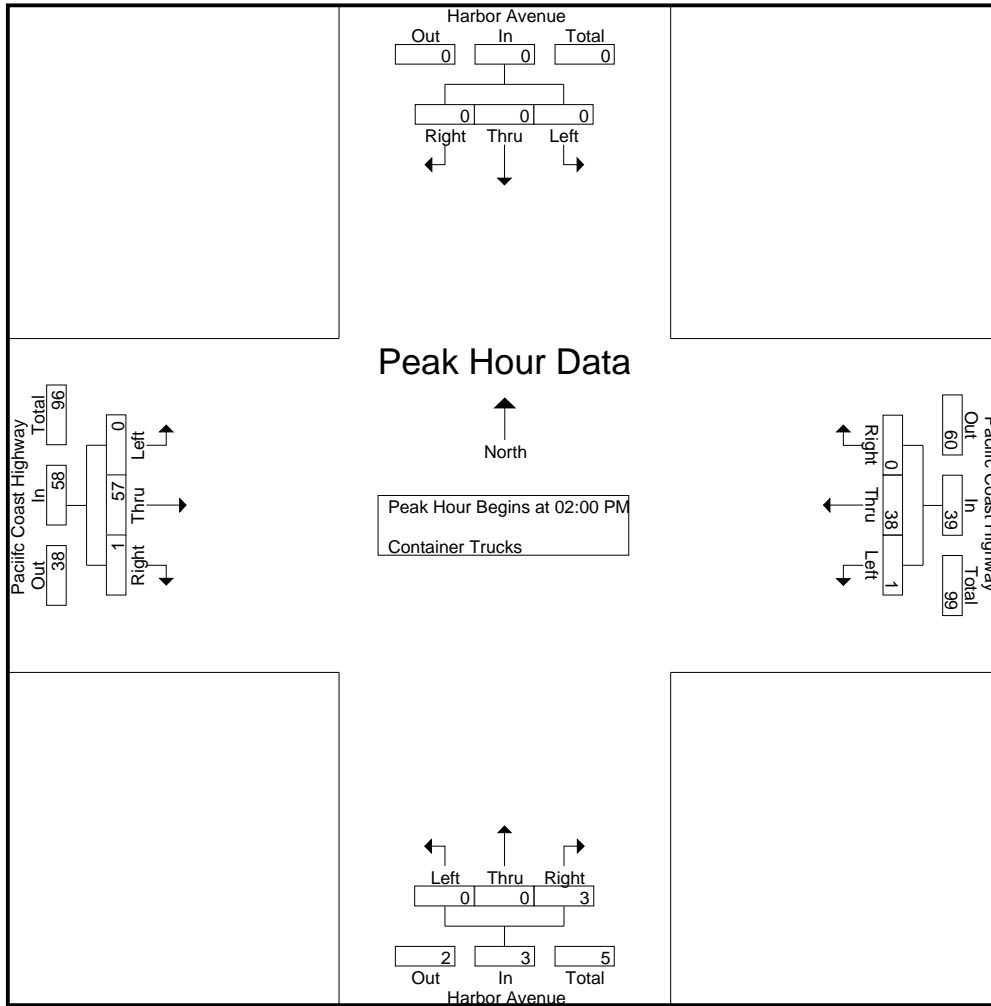
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	16	0	17	0	0	3	3	0	14	0	14	34
01:15 PM	0	0	0	0	1	13	0	14	0	0	3	3	0	14	1	15	32
01:30 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	17	1	18	26
01:45 PM	0	0	0	0	1	15	0	16	0	0	0	0	0	16	0	16	32
Total	0	0	0	0	3	51	0	54	0	0	7	7	0	61	2	63	124
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
Grand Total	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
Apprch %	0	0	0	0	4.3	95.7	0		0	0	100		0	97.5	2.5		
Total %	0	0	0	0	1.8	39.7	0	41.5	0	0	4.5	4.5	0	52.7	1.3	54	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
% App. Total	0	0	0	0	2.6	97.4	0		0	0	100		0	98.3	1.7		
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806	.714

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
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Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13
+15 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18
+30 mins.	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18
+45 mins.	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58
% App. Total	0	0	0	0	2.6	97.4	0		0	0	100		0	98.3	1.7	
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

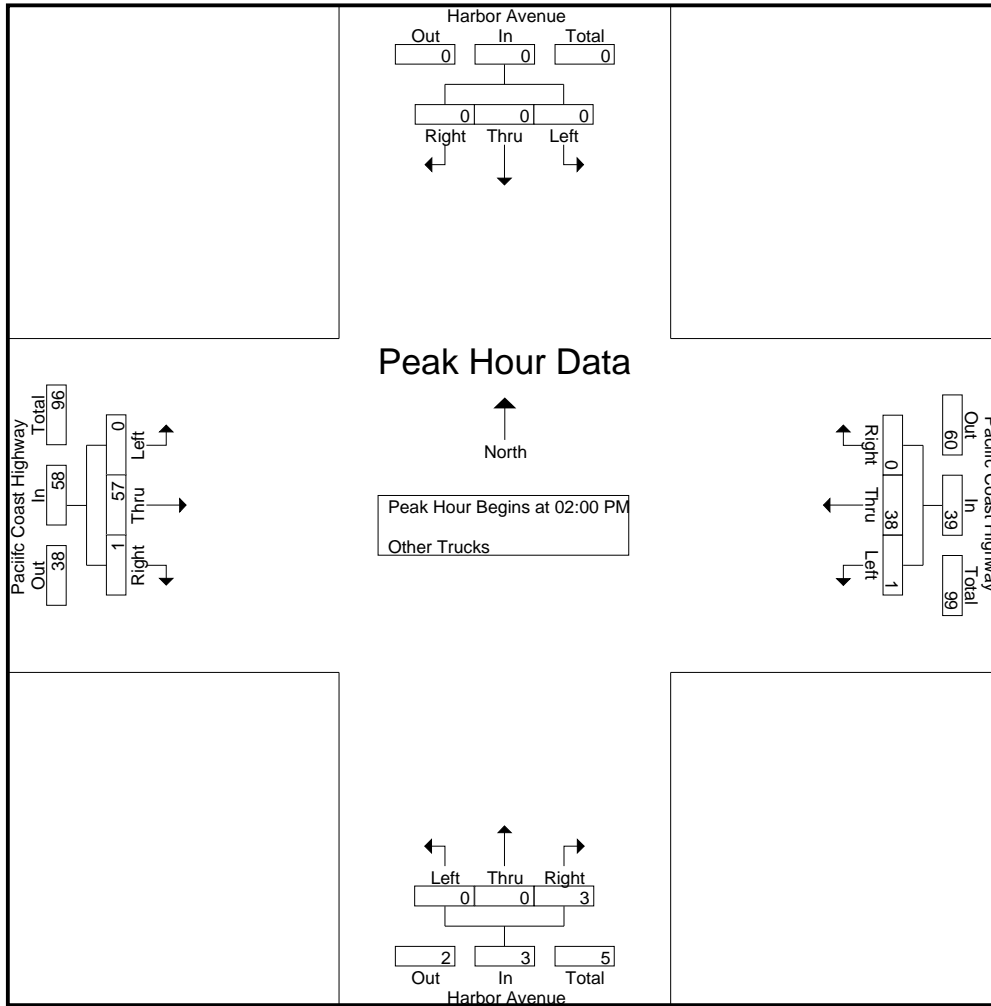
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	0	0	0	0	1	16	0	17	0	0	3	3	0	14	0	14	34
01:15 PM	0	0	0	0	1	13	0	14	0	0	3	3	0	14	1	15	32
01:30 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	17	1	18	26
01:45 PM	0	0	0	0	1	15	0	16	0	0	0	0	0	16	0	16	32
Total	0	0	0	0	3	51	0	54	0	0	7	7	0	61	2	63	124
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
Grand Total	0	0	0	0	4	89	0	93	0	0	10	10	0	118	3	121	224
Apprch %	0	0	0		4.3	95.7	0		0	0	100		0	97.5	2.5		
Total %	0	0	0		1.8	39.7	0	41.5	0	0	4.5	4.5	0	52.7	1.3	54	

Start Time	Harbor Avenue Southbound				Paciifc Coast Highway Westbound				Harbor Avenue Northbound				Paciifc Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13	19
02:15 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18	26
02:30 PM	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18	35
02:45 PM	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9	20
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58	100
% App. Total	0	0	0		2.6	97.4	0		0	0	100		0	98.3	1.7		
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806	.714

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHMD
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 02:00 PM to 02:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				02:00 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	12	1	13
+15 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	18	0	18
+30 mins.	0	0	0	0	1	15	0	16	0	0	1	1	0	18	0	18
+45 mins.	0	0	0	0	0	10	0	10	0	0	1	1	0	9	0	9
Total Volume	0	0	0	0	1	38	0	39	0	0	3	3	0	57	1	58
% App. Total	0	0	0	0	2.6	97.4	0		0	0	100		0	98.3	1.7	
PHF	.000	.000	.000	.000	.250	.633	.000	.609	.000	.000	.750	.750	.000	.792	.250	.806

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 0000051
 Start Date : 2/28/2012
 Page No : 1

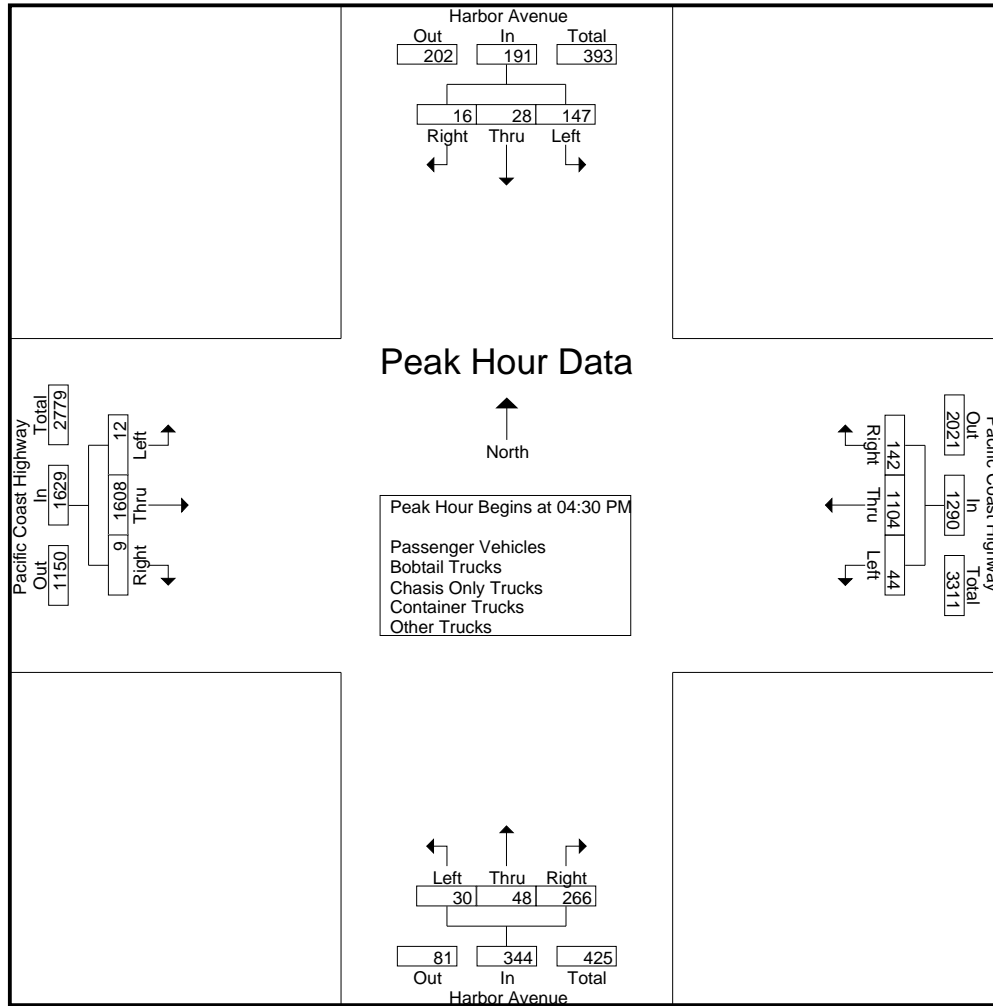
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	9	7	45	7	251	51	309	13	7	54	74	1	346	5	352	780
04:15 PM	48	12	3	63	6	264	37	307	8	10	53	71	4	396	0	400	841
04:30 PM	41	7	2	50	11	290	36	337	6	16	80	102	1	426	2	429	918
04:45 PM	36	9	4	49	20	290	26	336	10	6	64	80	5	403	1	409	874
Total	154	37	16	207	44	1095	150	1289	37	39	251	327	11	1571	8	1590	3413
05:00 PM	36	5	3	44	10	236	30	276	10	15	76	101	1	387	4	392	813
05:15 PM	34	7	7	48	3	288	50	341	4	11	46	61	5	392	2	399	849
05:30 PM	40	10	7	57	4	260	40	304	5	14	41	60	5	401	3	409	830
05:45 PM	31	5	7	43	12	235	39	286	3	9	43	55	3	370	5	378	762
Total	141	27	24	192	29	1019	159	1207	22	49	206	277	14	1550	14	1578	3254
Grand Total	295	64	40	399	73	2114	309	2496	59	88	457	604	25	3121	22	3168	6667
Apprch %	73.9	16	10		2.9	84.7	12.4		9.8	14.6	75.7		0.8	98.5	0.7		
Total %	4.4	1	0.6	6	1.1	31.7	4.6	37.4	0.9	1.3	6.9	9.1	0.4	46.8	0.3	47.5	
Passenger Vehicles	295	64	40	399	72	1904	309	2285	37	87	418	542	25	2830	21	2876	6102
% Passenger Vehicles	100	100	100	100	98.6	90.1	100	91.5	62.7	98.9	91.5	89.7	100	90.7	95.5	90.8	91.5
Bobtail Trucks	0	0	0	0	1	87	0	88	14	1	18	33	0	124	0	124	245
% Bobtail Trucks	0	0	0	0	1.4	4.1	0	3.5	23.7	1.1	3.9	5.5	0	4	0	3.9	3.7
Chasis Only Trucks	0	0	0	0	0	6	0	6	0	0	0	0	0	22	1	23	29
% Chasis Only Trucks	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0	0.7	4.5	0.7	0.4
Container Trucks	0	0	0	0	0	77	0	77	5	0	19	24	0	91	0	91	192
% Container Trucks	0	0	0	0	0	3.6	0	3.1	8.5	0	4.2	4	0	2.9	0	2.9	2.9
Other Trucks	0	0	0	0	0	40	0	40	3	0	2	5	0	54	0	54	99
% Other Trucks	0	0	0	0	0	1.9	0	1.6	5.1	0	0.4	0.8	0	1.7	0	1.7	1.5

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	7	2	50	11	290	36	337	6	16	80	102	1	426	2	429	918
04:45 PM	36	9	4	49	20	290	26	336	10	6	64	80	5	403	1	409	874
05:00 PM	36	5	3	44	10	236	30	276	10	15	76	101	1	387	4	392	813
05:15 PM	34	7	7	48	3	288	50	341	4	11	46	61	5	392	2	399	849
Total Volume	147	28	16	191	44	1104	142	1290	30	48	266	344	12	1608	9	1629	3454
% App. Total	77	14.7	8.4		3.4	85.6	11		8.7	14	77.3		0.7	98.7	0.6		
PHF	.896	.778	.571	.955	.550	.952	.710	.946	.750	.750	.831	.843	.600	.944	.563	.949	.941

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:15 PM			
+0 mins.	29	9	7	45	11	290	36	337	8	10	53	71	4	396	0	400
+15 mins.	48	12	3	63	20	290	26	336	6	16	80	102	1	426	2	429
+30 mins.	41	7	2	50	10	236	30	276	10	6	64	80	5	403	1	409
+45 mins.	36	9	4	49	3	288	50	341	10	15	76	101	1	387	4	392
Total Volume	154	37	16	207	44	1104	142	1290	34	47	273	354	11	1612	7	1630
% App. Total	74.4	17.9	7.7		3.4	85.6	11		9.6	13.3	77.1		0.7	98.9	0.4	
PHF	.802	.771	.571	.821	.550	.952	.710	.946	.850	.734	.853	.868	.550	.946	.438	.950

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 1

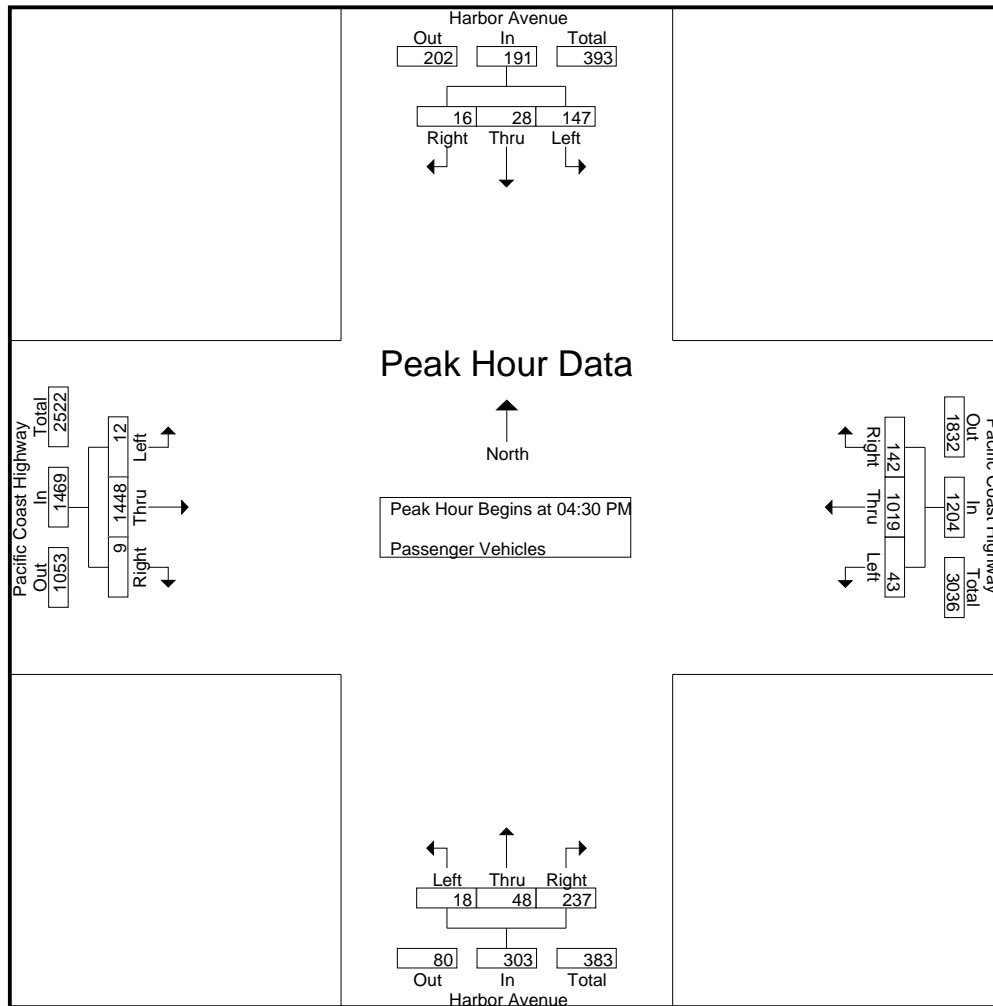
Groups Printed- Passenger Vehicles

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	29	9	7	45	7	214	51	272	9	6	50	65	1	310	5	316	698
04:15 PM	48	12	3	63	6	228	37	271	6	10	51	67	4	366	0	370	771
04:30 PM	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387	844
04:45 PM	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366	795
Total	154	37	16	207	43	977	150	1170	25	38	229	292	11	1420	8	1439	3108
05:00 PM	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349	734
05:15 PM	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367	794
05:30 PM	40	10	7	57	4	240	40	284	3	14	40	57	5	375	3	383	781
05:45 PM	31	5	7	43	12	203	39	254	1	9	40	50	3	331	4	338	685
Total	141	27	24	192	29	927	159	1115	12	49	189	250	14	1410	13	1437	2994
Grand Total	295	64	40	399	72	1904	309	2285	37	87	418	542	25	2830	21	2876	6102
Apprch %	73.9	16	10		3.2	83.3	13.5		6.8	16.1	77.1		0.9	98.4	0.7		
Total %	4.8	1	0.7	6.5	1.2	31.2	5.1	37.4	0.6	1.4	6.9	8.9	0.4	46.4	0.3	47.1	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387	844
04:45 PM	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366	795
05:00 PM	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349	734
05:15 PM	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367	794
Total Volume	147	28	16	191	43	1019	142	1204	18	48	237	303	12	1448	9	1469	3167
% App. Total	77	14.7	8.4		3.6	84.6	11.8		5.9	15.8	78.2		0.8	98.6	0.6		
PHF	.896	.778	.571	.955	.538	.937	.710	.926	.643	.750	.780	.789	.600	.943	.563	.949	.938

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	41	7	2	50	10	265	36	311	4	16	76	96	1	384	2	387
+15 mins.	36	9	4	49	20	270	26	316	6	6	52	64	5	360	1	366
+30 mins.	36	5	3	44	10	212	30	252	7	15	67	89	1	344	4	349
+45 mins.	34	7	7	48	3	272	50	325	1	11	42	54	5	360	2	367
Total Volume	147	28	16	191	43	1019	142	1204	18	48	237	303	12	1448	9	1469
% App. Total	77	14.7	8.4		3.6	84.6	11.8		5.9	15.8	78.2		0.8	98.6	0.6	
PHF	.896	.778	.571	.955	.538	.937	.710	.926	.643	.750	.780	.789	.600	.943	.563	.949

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
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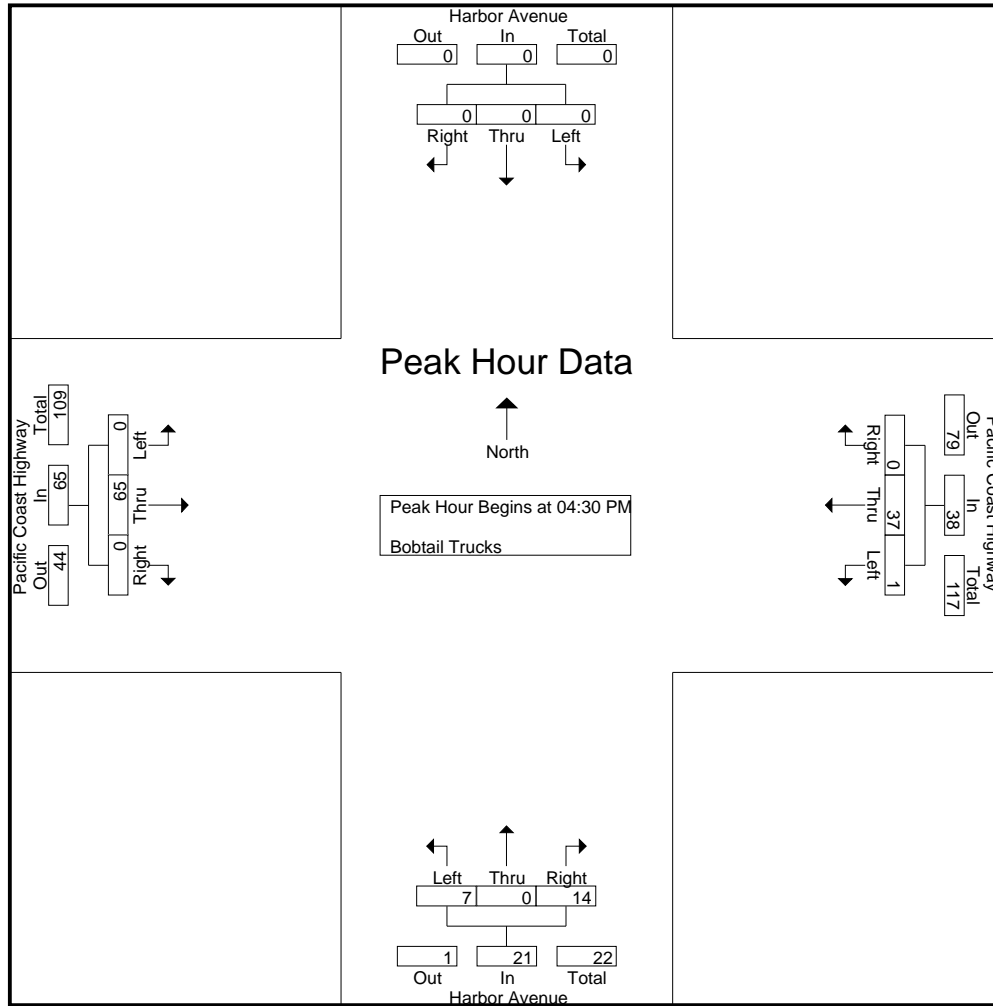
Groups Printed- Bobtail Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	14	0	14	3	1	2	6	0	15	0	15	35
04:15 PM	0	0	0	0	0	11	0	11	2	0	0	2	0	13	0	13	26
04:30 PM	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18	33
04:45 PM	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17	39
Total	0	0	0	0	1	47	0	48	9	1	12	22	0	63	0	63	133
05:00 PM	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16	32
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14	20
05:30 PM	0	0	0	0	0	7	0	7	1	0	1	2	0	17	0	17	26
05:45 PM	0	0	0	0	0	18	0	18	1	0	1	2	0	14	0	14	34
Total	0	0	0	0	0	40	0	40	5	0	6	11	0	61	0	61	112
Grand Total	0	0	0	0	1	87	0	88	14	1	18	33	0	124	0	124	245
Apprch %	0	0	0		1.1	98.9	0		42.4	3	54.5		0	100	0		
Total %	0	0	0		0.4	35.5	0	35.9	5.7	0.4	7.3	13.5	0	50.6	0	50.6	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18	33
04:45 PM	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17	39
05:00 PM	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16	32
05:15 PM	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14	20
Total Volume	0	0	0	0	1	37	0	38	7	0	14	21	0	65	0	65	124
% App. Total	0	0	0		2.6	97.4	0		33.3	0	66.7		0	100	0		
PHF	.000	.000	.000	.000	.250	.712	.000	.679	.583	.000	.350	.404	.000	.903	.000	.903	.795

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	1	13	0	14	1	0	0	1	0	18	0	18
+15 mins.	0	0	0	0	0	9	0	9	3	0	10	13	0	17	0	17
+30 mins.	0	0	0	0	0	10	0	10	3	0	3	6	0	16	0	16
+45 mins.	0	0	0	0	0	5	0	5	0	0	1	1	0	14	0	14
Total Volume	0	0	0	0	1	37	0	38	7	0	14	21	0	65	0	65
% App. Total	0	0	0	0	2.6	97.4	0		33.3	0	66.7		0	100	0	
PHF	.000	.000	.000	.000	.250	.712	.000	.679	.583	.000	.350	.404	.000	.903	.000	.903

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
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Groups Printed- Chasis Only Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	10	0	0	0	15
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	12	1	0	0	14
Grand Total	0	0	0	0	0	6	0	6	0	0	0	0	0	22	1	0	0	29
Apprch %	0	0	0	0	0	100	0	0	0	0	0	0	0	95.7	4.3	0	0	
Total %	0	0	0	0	0	20.7	0	20.7	0	0	0	0	0	75.9	3.4	0	0	79.3

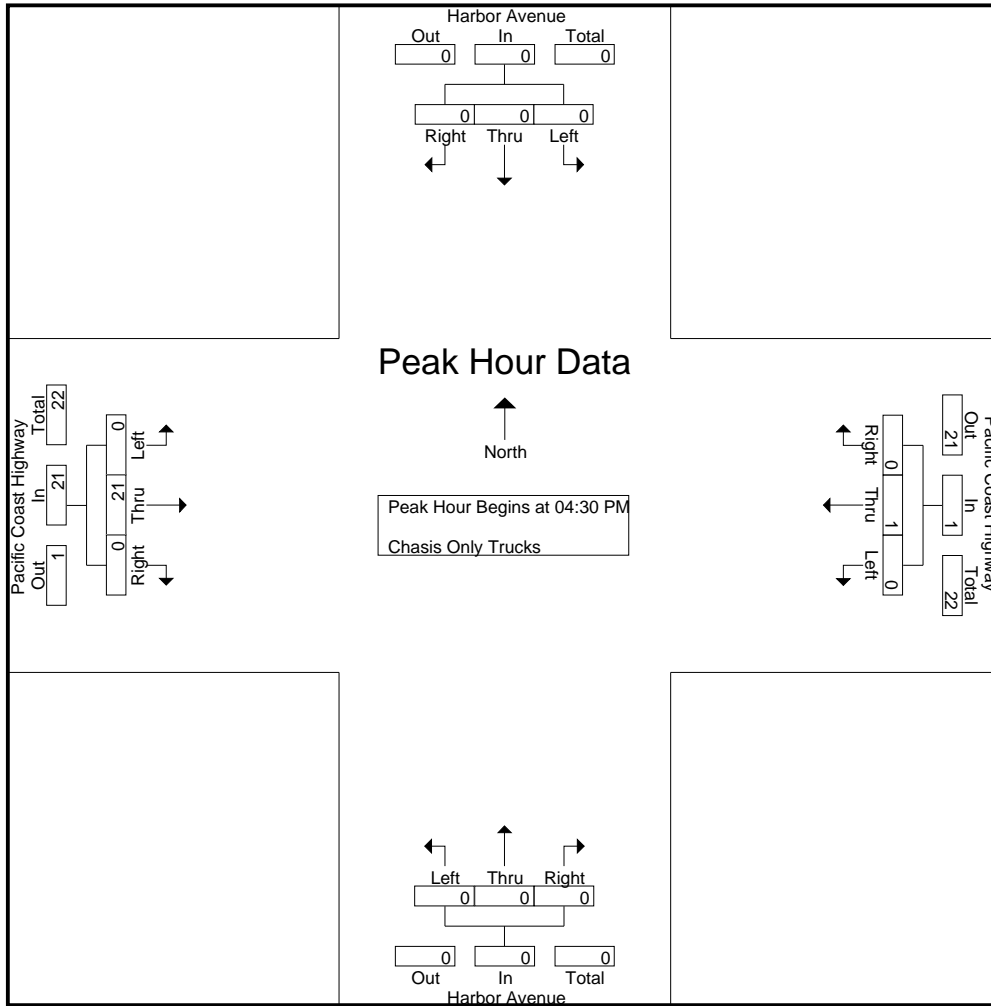
Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	3
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	21	0	0	0	22
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.000	.583	.611

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	21	0	21
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.583	.000	.583

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
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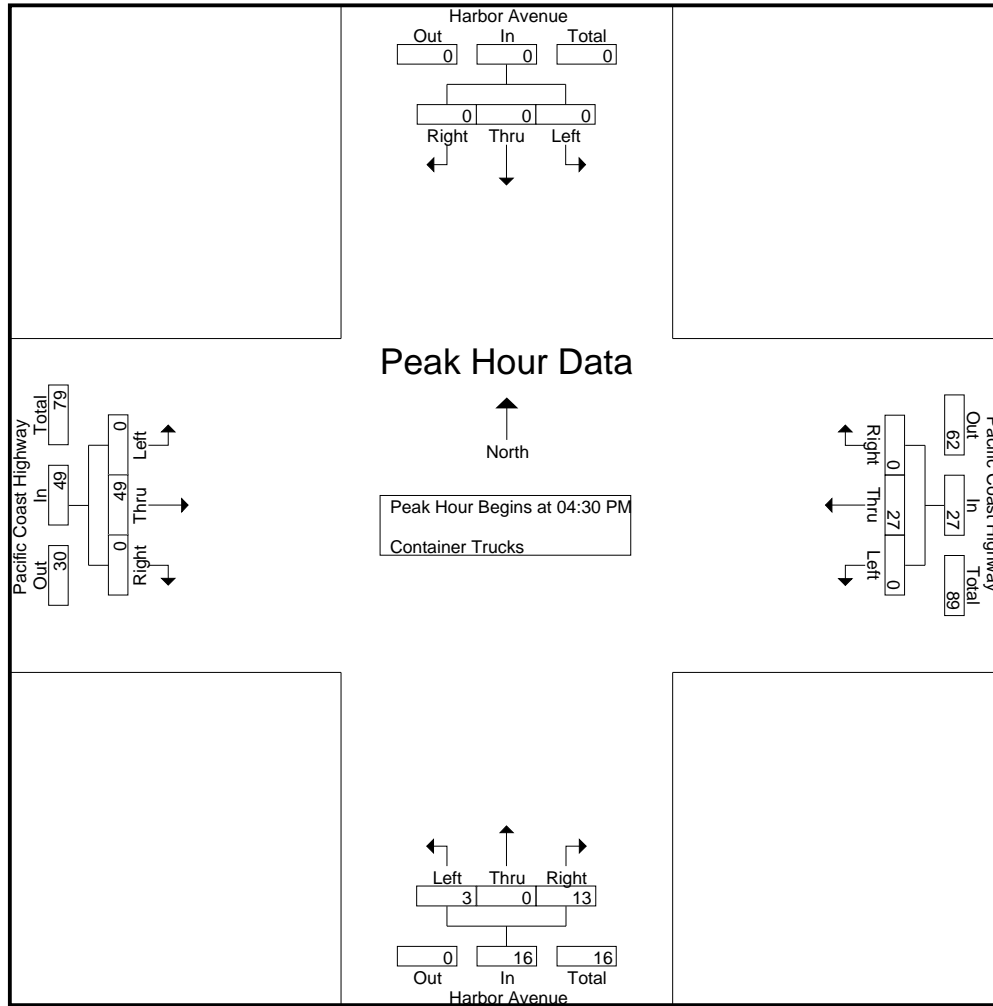
Groups Printed- Container Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	14	0	14	1	0	2	3	0	14	0	14	31
04:15 PM	0	0	0	0	0	16	0	16	0	0	2	2	0	10	0	10	28
04:30 PM	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15	26
04:45 PM	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15	26
Total	0	0	0	0	0	44	0	44	3	0	10	13	0	54	0	54	111
05:00 PM	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14	26
05:15 PM	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5	14
05:30 PM	0	0	0	0	0	10	0	10	1	0	0	1	0	5	0	5	16
05:45 PM	0	0	0	0	0	10	0	10	0	0	2	2	0	13	0	13	25
Total	0	0	0	0	0	33	0	33	2	0	9	11	0	37	0	37	81
Grand Total	0	0	0	0	0	77	0	77	5	0	19	24	0	91	0	91	192
Apprch %	0	0	0		0	100	0		20.8	0	79.2		0	100	0		
Total %	0	0	0		0	40.1	0	40.1	2.6	0	9.9	12.5	0	47.4	0	47.4	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15	26
04:45 PM	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15	26
05:00 PM	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14	26
05:15 PM	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5	14
Total Volume	0	0	0	0	0	27	0	27	3	0	13	16	0	49	0	49	92
% App. Total	0	0	0		0	100	0		18.8	0	81.2		0	100	0		
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.750	.000	.650	.800	.000	.817	.000	.817	.885

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	1	0	4	5	0	15	0	15
+15 mins.	0	0	0	0	0	8	0	8	1	0	2	3	0	15	0	15
+30 mins.	0	0	0	0	0	7	0	7	0	0	5	5	0	14	0	14
+45 mins.	0	0	0	0	0	6	0	6	1	0	2	3	0	5	0	5
Total Volume	0	0	0	0	0	27	0	27	3	0	13	16	0	49	0	49
% App. Total	0	0	0	0	0	100	0	100	18.8	0	81.2	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.844	.000	.844	.750	.000	.650	.800	.000	.817	.000	.817

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
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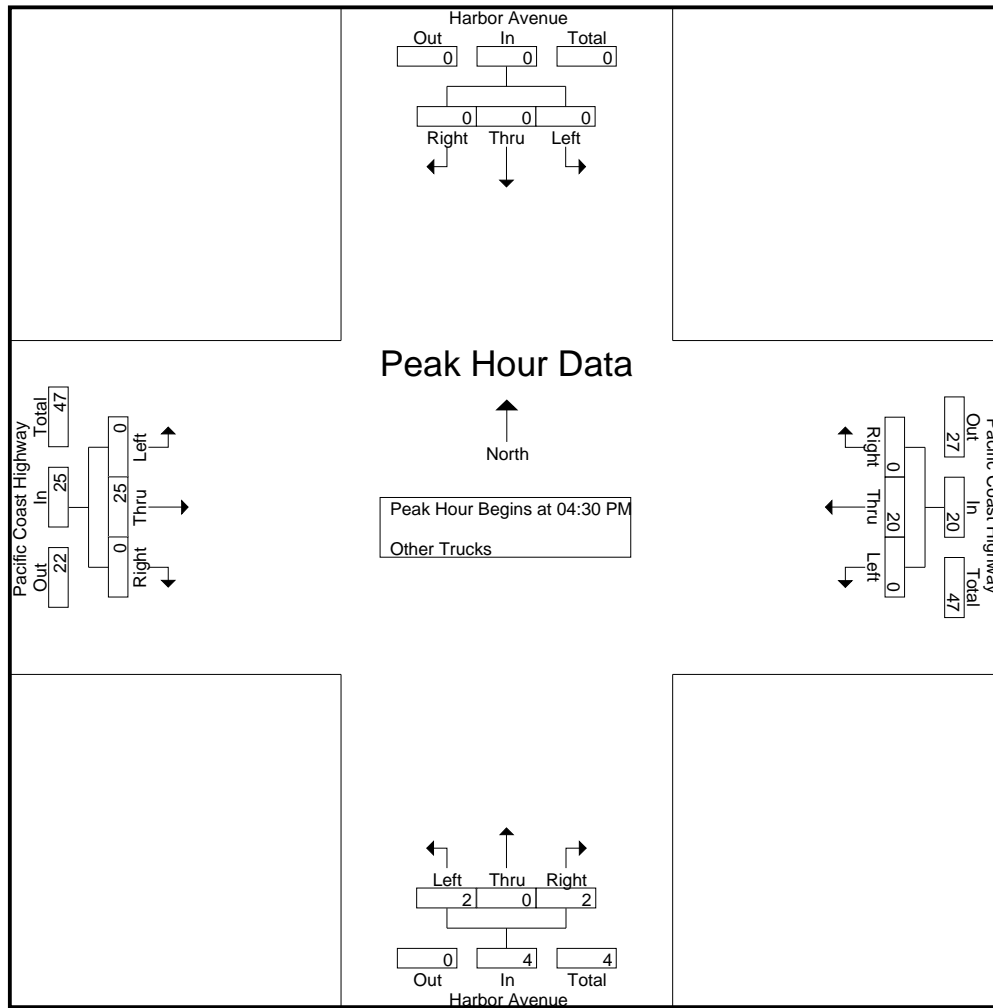
Groups Printed- Other Trucks

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
04:15 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	7	0	7	13
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	0	22	0	22	0	0	0	0	0	24	0	24	46
05:00 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4	12
05:15 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11	18
05:30 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:45 PM	0	0	0	0	0	4	0	4	1	0	0	1	0	11	0	11	16
Total	0	0	0	0	0	18	0	18	3	0	2	5	0	30	0	30	53
Grand Total	0	0	0	0	0	40	0	40	3	0	2	5	0	54	0	54	99
Apprch %	0	0	0		0	100	0		60	0	40		0	100	0		
Total %	0	0	0		0	40.4	0	40.4	3	0	2	5.1	0	54.5	0	54.5	

Start Time	Harbor Avenue Southbound				Pacific Coast Highway Westbound				Harbor Avenue Northbound				Pacific Coast Highway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5	11
04:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5	8
05:00 PM	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4	12
05:15 PM	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11	18
Total Volume	0	0	0	0	0	20	0	20	2	0	2	4	0	25	0	25	49
% App. Total	0	0	0		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.250	.000	.500	.333	.000	.568	.000	.568	.681

City of Long Beach
 N/S: Harbor Avenue
 E/W: Pacific Coast Highway
 Weather: Sunny

File Name : LBCHAPCHPM
 Site Code : 00000051
 Start Date : 2/28/2012
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	6	0	6	0	0	0	0	0	5	0	5
+15 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	5	0	5
+30 mins.	0	0	0	0	0	7	0	7	0	0	1	1	0	4	0	4
+45 mins.	0	0	0	0	0	4	0	4	2	0	1	3	0	11	0	11
Total Volume	0	0	0	0	0	20	0	20	2	0	2	4	0	25	0	25
% App. Total	0	0	0	0	0	100	0	100	50	0	50	100	0	100	0	100
PHF	.000	.000	.000	.000	.000	.714	.000	.714	.250	.000	.500	.333	.000	.568	.000	.568

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
 Start Date : 2/28/2012
 Page No : 1

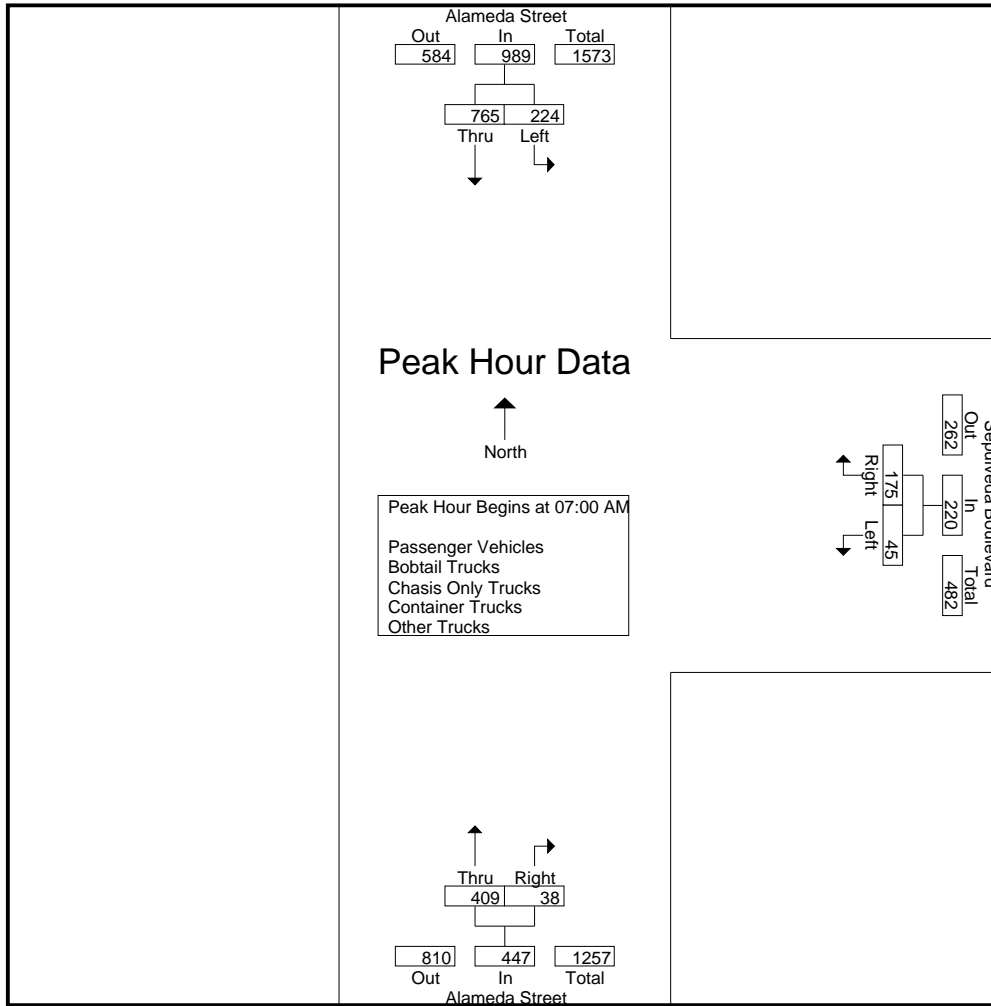
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Southbound			Sepulveda Boulevard Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total	224	765	989	45	175	220	409	38	447	1656
08:00 AM	36	162	198	14	38	52	95	7	102	352
08:15 AM	50	169	219	10	32	42	83	10	93	354
08:30 AM	41	124	165	9	38	47	90	16	106	318
08:45 AM	52	104	156	9	34	43	88	15	103	302
Total	179	559	738	42	142	184	356	48	404	1326
Grand Total	403	1324	1727	87	317	404	765	86	851	2982
Apprch %	23.3	76.7		21.5	78.5		89.9	10.1		
Total %	13.5	44.4	57.9	2.9	10.6	13.5	25.7	2.9	28.5	
Passenger Vehicles	215	950	1165	52	229	281	508	26	534	1980
% Passenger Vehicles	53.3	71.8	67.5	59.8	72.2	69.6	66.4	30.2	62.7	66.4
Bobtail Trucks	128	111	239	16	10	26	42	37	79	344
% Bobtail Trucks	31.8	8.4	13.8	18.4	3.2	6.4	5.5	43	9.3	11.5
Chasis Only Trucks	1	20	21	0	1	1	2	0	2	24
% Chasis Only Trucks	0.2	1.5	1.2	0	0.3	0.2	0.3	0	0.2	0.8
Container Trucks	13	85	98	12	36	48	69	6	75	221
% Container Trucks	3.2	6.4	5.7	13.8	11.4	11.9	9	7	8.8	7.4
Other Trucks	46	158	204	7	41	48	144	17	161	413
% Other Trucks	11.4	11.9	11.8	8	12.9	11.9	18.8	19.8	18.9	13.8

Start Time	Alameda Street Southbound			Sepulveda Boulevard Westbound			Alameda Street Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	57	160	217	4	34	38	88	13	101	356
07:15 AM	67	161	228	10	37	47	90	10	100	375
07:30 AM	59	247	306	14	49	63	127	13	140	509
07:45 AM	41	197	238	17	55	72	104	2	106	416
Total Volume	224	765	989	45	175	220	409	38	447	1656
% App. Total	22.6	77.4		20.5	79.5		91.5	8.5		
PHF	.836	.774	.808	.662	.795	.764	.805	.731	.798	.813

City of Long Beach
 N/S: Alameda Street
 E/W: Sepulveda Boulevard Ramp
 Weather: Sunny

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:15 AM		
+0 mins.	57	160	217	10	37	47	90	10	100
+15 mins.	67	161	228	14	49	63	127	13	140
+30 mins.	59	247	306	17	55	72	104	2	106
+45 mins.	41	197	238	14	38	52	95	7	102
Total Volume	224	765	989	55	179	234	416	32	448
% App. Total	22.6	77.4		23.5	76.5		92.9	7.1	
PHF	.836	.774	.808	.809	.814	.813	.819	.615	.800

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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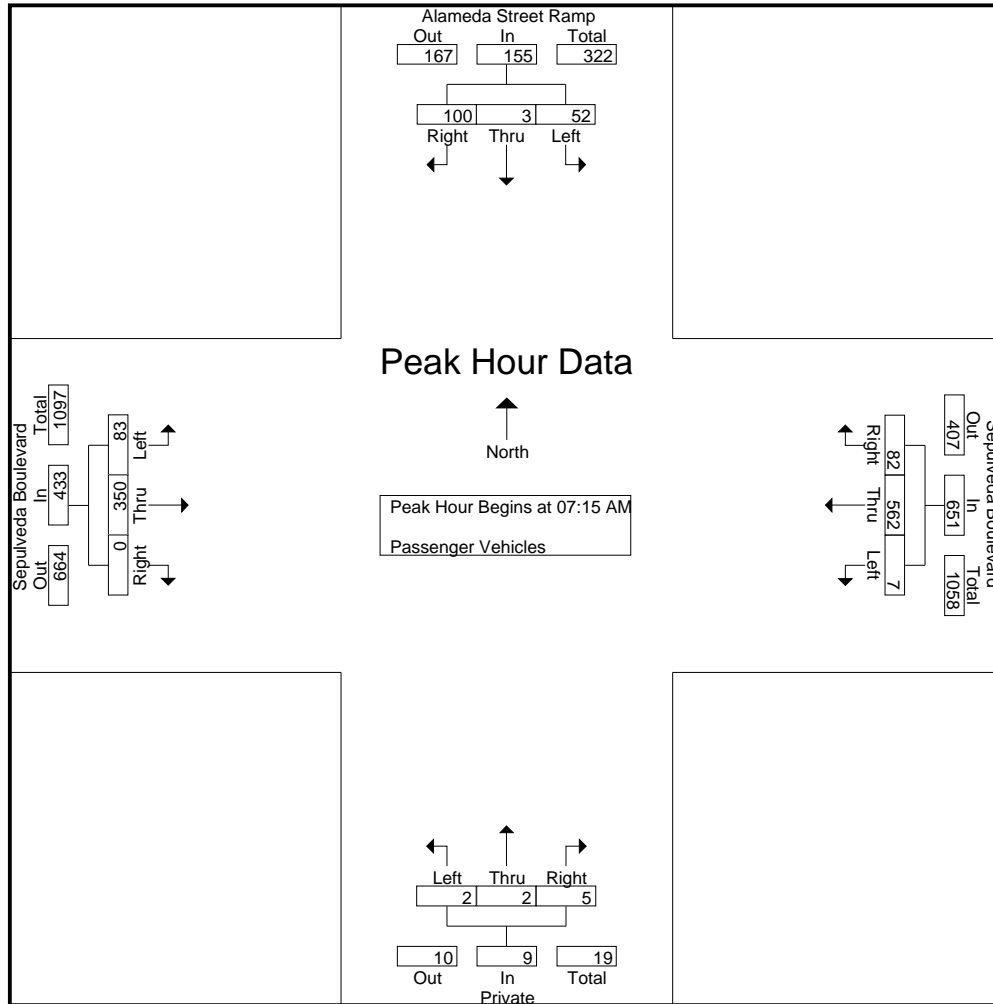
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	12	3	17	32	2	129	17	148	0	0	0	0	19	66	0	85	265
07:15 AM	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96	291
07:30 AM	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105	333
07:45 AM	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124	322
Total	52	5	86	143	7	566	79	652	1	1	4	6	82	328	0	410	1211
08:00 AM	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108	302
08:15 AM	8	0	10	18	2	100	12	114	1	1	1	3	16	76	0	92	227
08:30 AM	14	1	9	24	1	88	10	99	0	0	1	1	15	48	1	64	188
08:45 AM	8	0	13	21	0	66	8	74	0	1	0	1	16	59	2	77	173
Total	42	2	63	107	5	379	50	434	2	3	3	8	67	271	3	341	890
Grand Total	94	7	149	250	12	945	129	1086	3	4	7	14	149	599	3	751	2101
Apprch %	37.6	2.8	59.6		1.1	87	11.9		21.4	28.6	50		19.8	79.8	0.4		
Total %	4.5	0.3	7.1	11.9	0.6	45	6.1	51.7	0.1	0.2	0.3	0.7	7.1	28.5	0.1	35.7	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96	291
07:30 AM	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105	333
07:45 AM	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124	322
08:00 AM	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108	302
Total Volume	52	3	100	155	7	562	82	651	2	2	5	9	83	350	0	433	1248
% App. Total	33.5	1.9	64.5		1.1	86.3	12.6		22.2	22.2	55.6		19.2	80.8	0		
PHF	.813	.750	.806	.881	.583	.924	.641	.880	.500	.500	.417	.750	.648	.951	.000	.873	.937

City of Long Beach
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	1	25	39	1	144	10	155	0	0	1	1	14	82	0	96
+15 mins.	16	1	23	40	1	152	32	185	0	0	3	3	17	88	0	105
+30 mins.	11	0	21	32	3	141	20	164	1	1	0	2	32	92	0	124
+45 mins.	12	1	31	44	2	125	20	147	1	1	1	3	20	88	0	108
Total Volume	52	3	100	155	7	562	82	651	2	2	5	9	83	350	0	433
% App. Total	33.5	1.9	64.5		1.1	86.3	12.6		22.2	22.2	55.6		19.2	80.8	0	
PHF	.813	.750	.806	.881	.583	.924	.641	.880	.500	.500	.417	.750	.648	.951	.000	.873

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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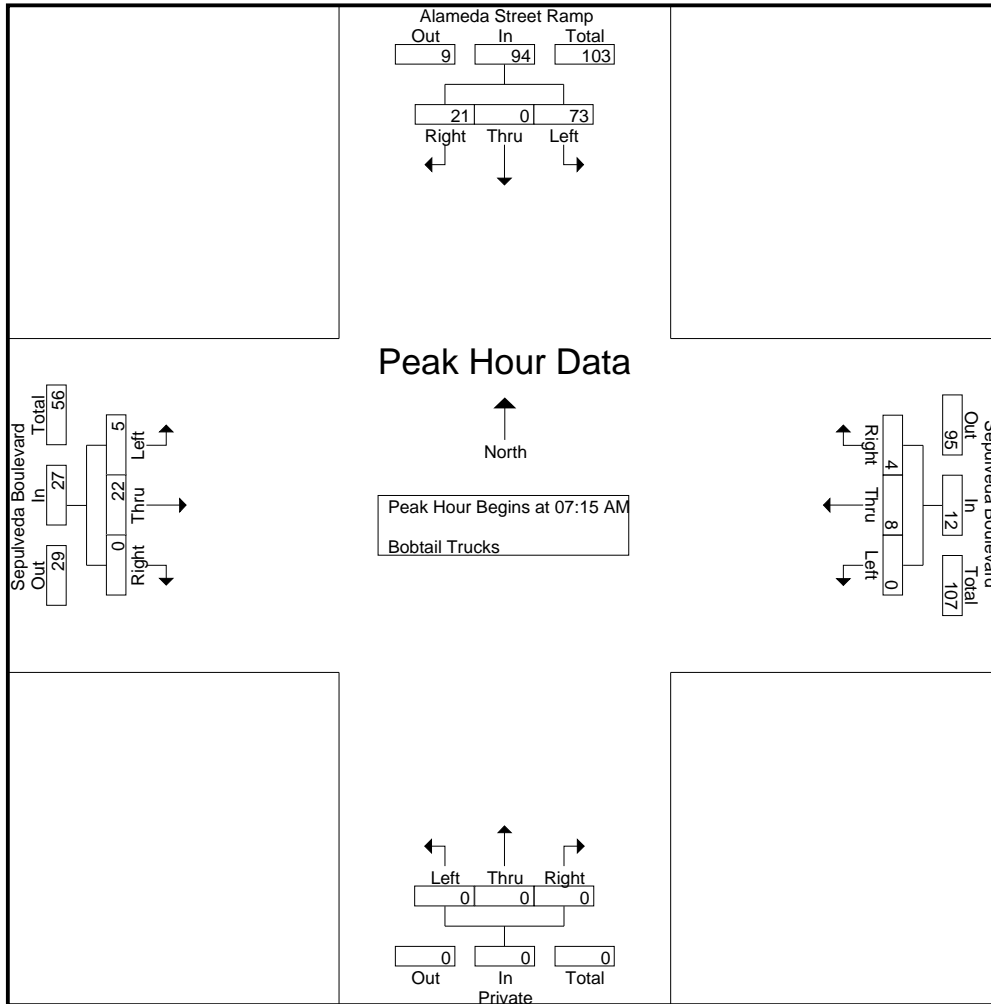
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	0	2	15	0	1	1	2	0	0	0	0	3	4	0	7	24
07:15 AM	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6	34
07:30 AM	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6	22
07:45 AM	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4	30
Total	67	0	10	77	0	7	3	10	0	0	0	0	5	18	0	23	110
08:00 AM	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11	47
08:15 AM	18	0	4	22	0	0	2	2	0	0	0	0	2	10	0	12	36
08:30 AM	10	0	3	13	0	1	0	1	0	0	0	0	1	7	0	8	22
08:45 AM	14	0	4	18	0	7	3	10	0	0	0	0	1	3	0	4	32
Total	61	0	24	85	0	10	7	17	0	0	0	0	7	28	0	35	137
Grand Total	128	0	34	162	0	17	10	27	0	0	0	0	12	46	0	58	247
Apprch %	79	0	21		0	63	37		0	0	0		20.7	79.3	0		
Total %	51.8	0	13.8	65.6	0	6.9	4	10.9	0	0	0	0	4.9	18.6	0	23.5	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6	34
07:30 AM	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6	22
07:45 AM	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4	30
08:00 AM	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11	47
Total Volume	73	0	21	94	0	8	4	12	0	0	0	0	5	22	0	27	133
% App. Total	77.7	0	22.3		0	66.7	33.3		0	0	0		18.5	81.5	0		
PHF	.730	.000	.404	.734	.000	.400	.500	.429	.000	.000	.000	.000	.417	.688	.000	.614	.707

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	25	0	2	27	0	1	0	1	0	0	0	0	1	5	0	6
+15 mins.	15	0	1	16	0	0	0	0	0	0	0	0	1	5	0	6
+30 mins.	14	0	5	19	0	5	2	7	0	0	0	0	0	4	0	4
+45 mins.	19	0	13	32	0	2	2	4	0	0	0	0	3	8	0	11
Total Volume	73	0	21	94	0	8	4	12	0	0	0	0	5	22	0	27
% App. Total	77.7	0	22.3		0	66.7	33.3		0	0	0		18.5	81.5	0	
PHF	.730	.000	.404	.734	.000	.400	.500	.429	.000	.000	.000	.000	.417	.688	.000	.614

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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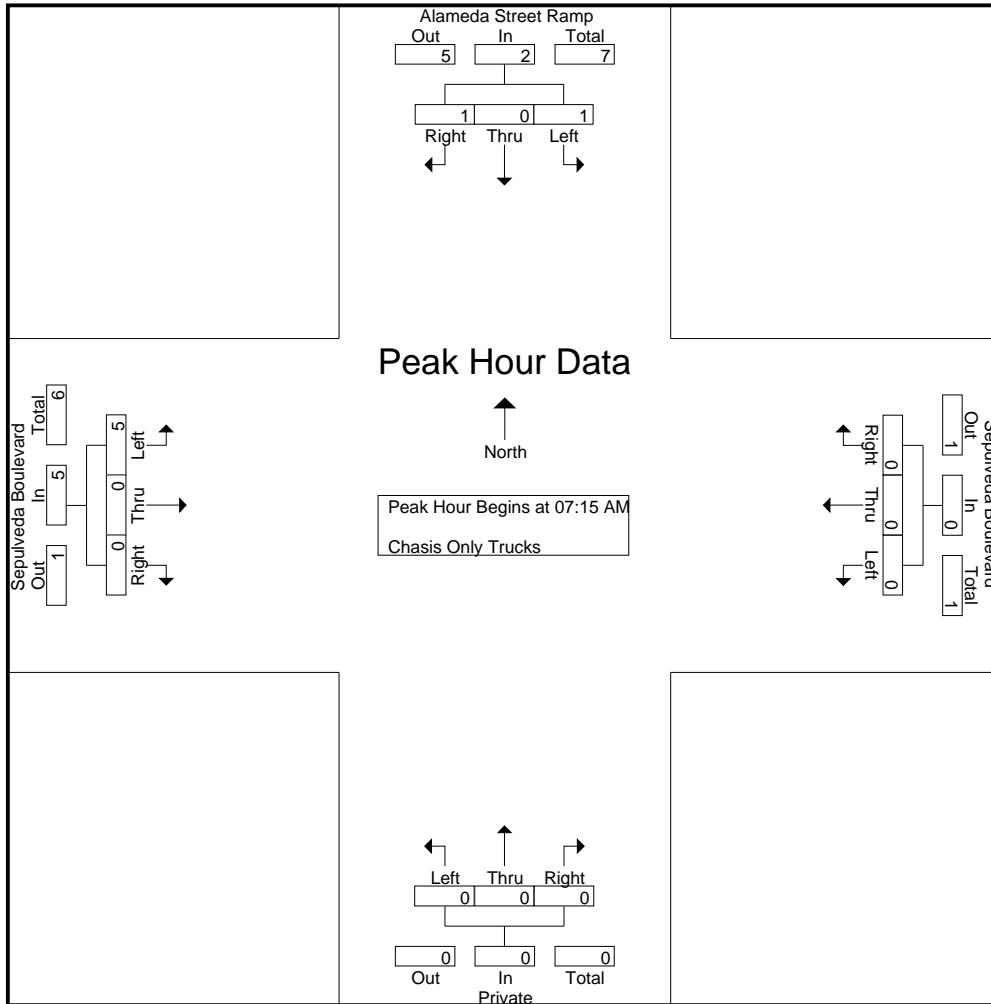
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
Total	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	3	3	0	0	0	0	1	0	0	1	4
08:45 AM	1	0	0	1	0	0	3	3	0	0	0	0	0	1	0	1	5
Total	1	0	1	2	0	0	6	6	0	0	0	0	2	1	0	3	11
Grand Total	2	0	1	3	0	0	6	6	0	0	0	0	6	1	0	7	16
Apprch %	66.7	0	33.3		0	0	100		0	0	0		85.7	14.3	0		
Total %	12.5	0	6.2	18.8	0	0	37.5	37.5	0	0	0	0	37.5	6.2	0	43.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	5	0	0	5	7
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417	.583

City of Long Beach
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	5	0	0	5
% App. Total	50	0	50		0	0	0		0	0	0		100	0	0	
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.417	.000	.000	.417

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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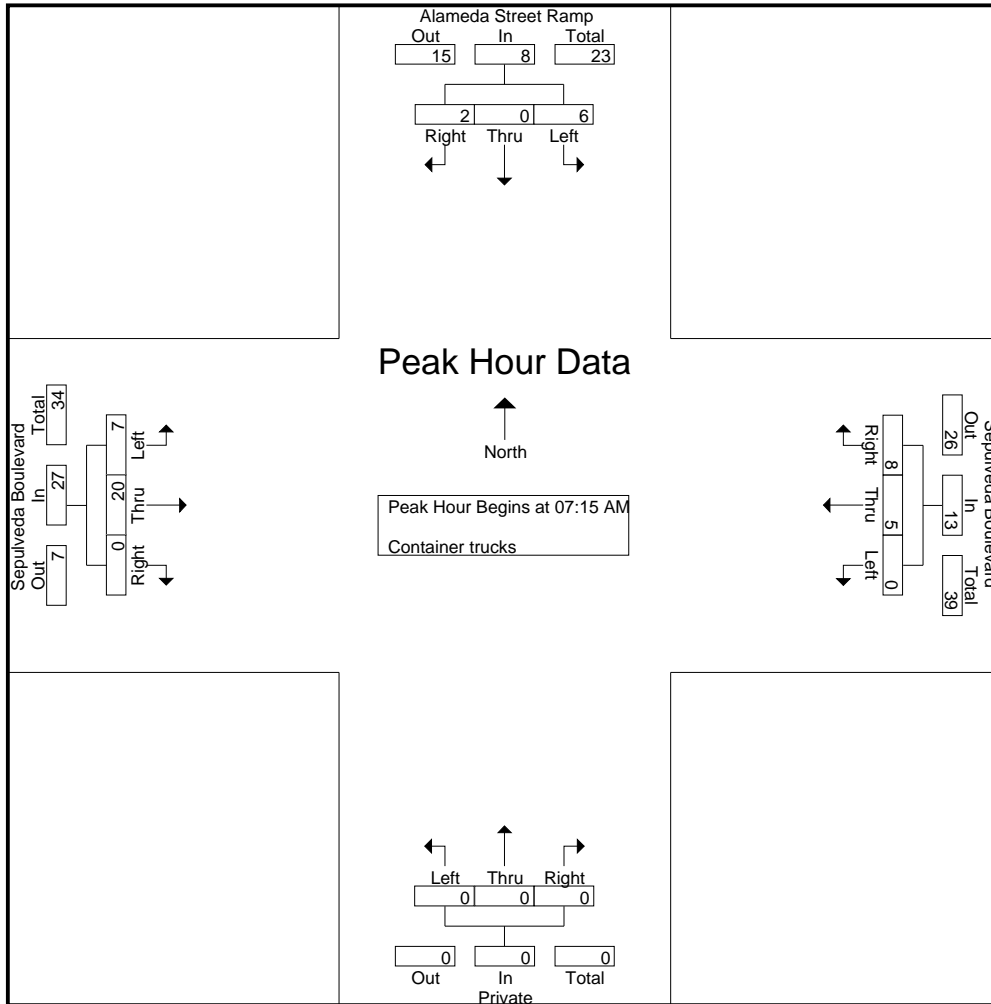
Groups Printed- Container trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	5	6	0	0	0	0	4	6	0	10	16
07:15 AM	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6	11
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9	11
07:45 AM	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7	16
Total	5	0	1	6	0	4	12	16	0	0	0	0	9	23	0	32	54
08:00 AM	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5	10
08:15 AM	0	0	0	0	0	2	3	5	0	0	0	0	2	4	0	6	11
08:30 AM	1	0	1	2	0	3	2	5	0	0	0	0	2	7	0	9	16
08:45 AM	1	0	1	2	0	2	3	5	0	0	0	0	3	8	0	11	18
Total	3	0	3	6	0	9	9	18	0	0	0	0	9	22	0	31	55
Grand Total	8	0	4	12	0	13	21	34	0	0	0	0	18	45	0	63	109
Apprch %	66.7	0	33.3		0	38.2	61.8		0	0	0		28.6	71.4	0		
Total %	7.3	0	3.7	11	0	11.9	19.3	31.2	0	0	0	0	16.5	41.3	0	57.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6	11
07:30 AM	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9	11
07:45 AM	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7	16
08:00 AM	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5	10
Total Volume	6	0	2	8	0	5	8	13	0	0	0	0	7	20	0	27	48
% App. Total	75	0	25		0	38.5	61.5		0	0	0		25.9	74.1	0		
PHF	.500	.000	.500	.667	.000	.625	.500	.542	.000	.000	.000	.000	.583	.833	.000	.750	.750

City of Long Beach
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 Weather: Sunny

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	0	0	1	0	1	3	4	0	0	0	0	1	5	0	6
+15 mins.	1	0	1	2	0	0	0	0	0	0	0	0	3	6	0	9
+30 mins.	3	0	0	3	0	2	4	6	0	0	0	0	1	6	0	7
+45 mins.	1	0	1	2	0	2	1	3	0	0	0	0	2	3	0	5
Total Volume	6	0	2	8	0	5	8	13	0	0	0	0	7	20	0	27
% App. Total	75	0	25		0	38.5	61.5		0	0	0		25.9	74.1	0	
PHF	.500	.000	.500	.667	.000	.625	.500	.542	.000	.000	.000	.000	.583	.833	.000	.750

City of Long Beach
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 Weather: Sunny

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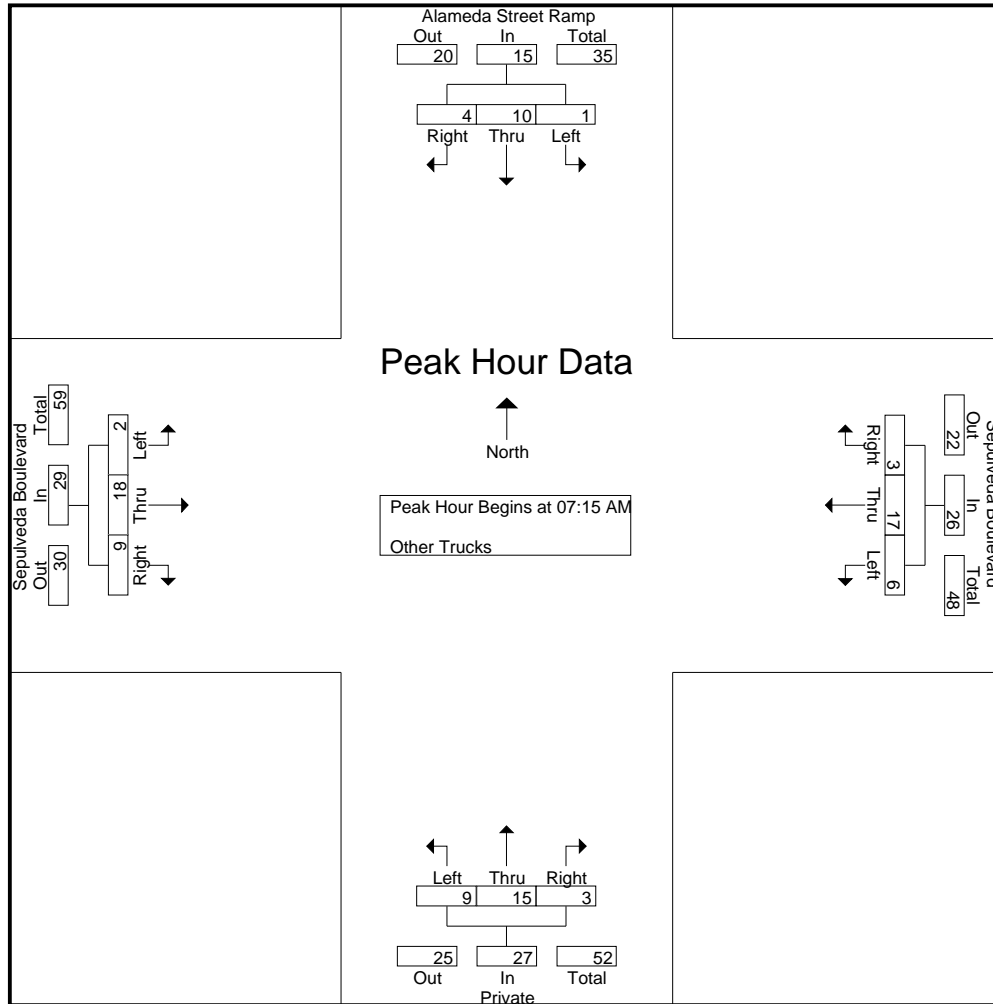
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	4	0	5	2	4	0	6	4	1	1	6	0	3	5	8	25
07:15 AM	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7	29
07:30 AM	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9	23
07:45 AM	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7	26
Total	1	12	2	15	8	17	1	26	13	14	4	31	0	17	14	31	103
08:00 AM	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6	19
08:15 AM	1	1	3	5	0	5	2	7	0	4	0	4	2	6	0	8	24
08:30 AM	2	2	6	10	0	5	3	8	0	0	0	0	2	5	0	7	25
08:45 AM	3	1	3	7	0	6	1	7	0	3	0	3	0	8	0	8	25
Total	7	6	14	27	0	20	8	28	0	9	0	9	6	23	0	29	93
Grand Total	8	18	16	42	8	37	9	54	13	23	4	40	6	40	14	60	196
Apprch %	19	42.9	38.1		14.8	68.5	16.7		32.5	57.5	10		10	66.7	23.3		
Total %	4.1	9.2	8.2	21.4	4.1	18.9	4.6	27.6	6.6	11.7	2	20.4	3.1	20.4	7.1	30.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7	29
07:30 AM	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9	23
07:45 AM	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7	26
08:00 AM	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6	19
Total Volume	1	10	4	15	6	17	3	26	9	15	3	27	2	18	9	29	97
% App. Total	6.7	66.7	26.7		23.1	65.4	11.5		33.3	55.6	11.1		6.9	62.1	31		
PHF	.250	.625	.500	.625	.375	.850	.375	.813	.563	.536	.375	.519	.250	.900	.563	.806	.836

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEAM
 Site Code : 00000011
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	0	1	4	4	0	8	4	7	2	13	0	4	3	7
+15 mins.	0	3	0	3	2	5	0	7	2	2	0	4	0	5	4	9
+30 mins.	0	4	2	6	0	4	1	5	3	4	1	8	0	5	2	7
+45 mins.	1	2	2	5	0	4	2	6	0	2	0	2	2	4	0	6
Total Volume	1	10	4	15	6	17	3	26	9	15	3	27	2	18	9	29
% App. Total	6.7	66.7	26.7		23.1	65.4	11.5		33.3	55.6	11.1		6.9	62.1	31	
PHF	.250	.625	.500	.625	.375	.850	.375	.813	.563	.536	.375	.519	.250	.900	.563	.806

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

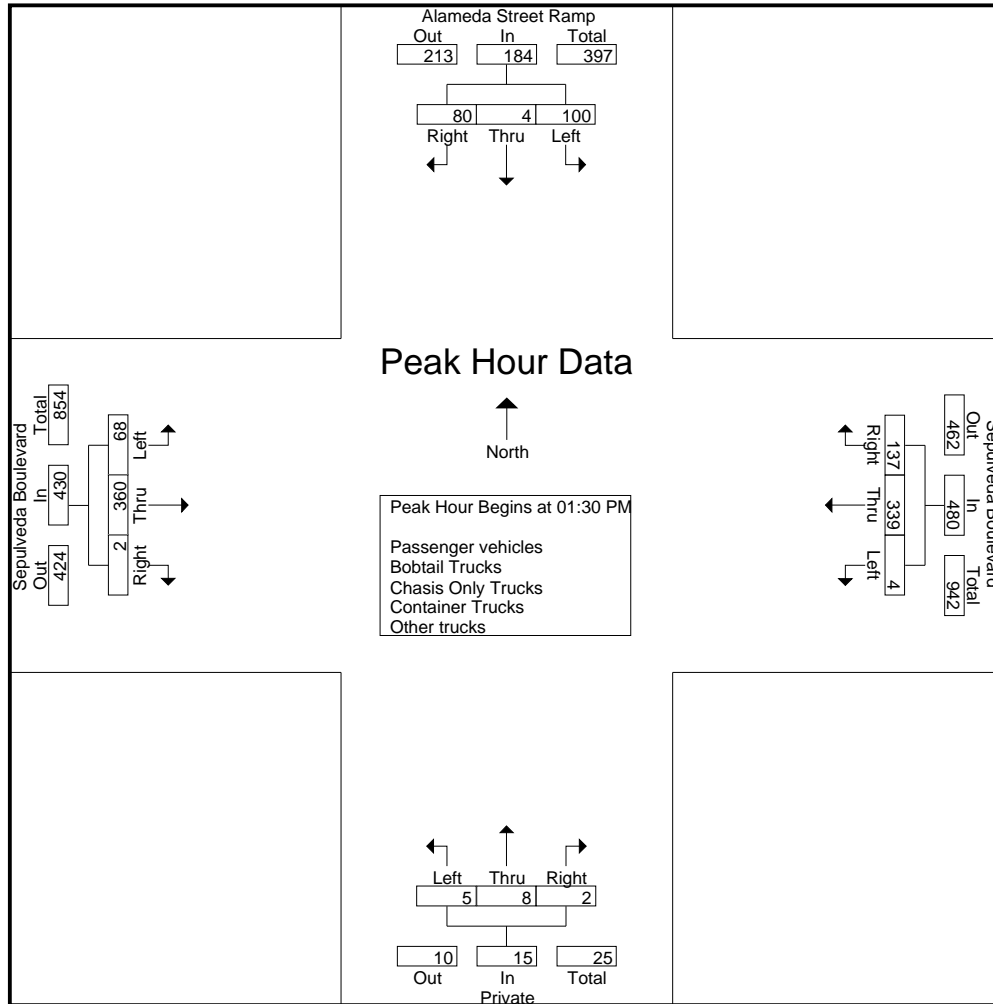
Groups Printed- Passenger vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	23	2	14	39	1	69	28	98	0	3	2	5	12	70	3	85	227
01:15 PM	27	3	15	45	1	65	27	93	1	2	1	4	21	63	0	84	226
01:30 PM	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112	302
01:45 PM	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110	310
Total	115	9	79	203	6	312	133	451	5	11	4	20	70	316	5	391	1065
02:00 PM	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104	247
02:15 PM	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104	250
02:30 PM	20	0	16	36	0	78	31	109	2	1	1	4	15	88	0	103	252
02:45 PM	26	0	10	36	0	79	33	112	2	0	0	2	16	103	0	119	269
Total	81	0	56	137	0	318	123	441	5	3	2	10	62	368	0	430	1018
Grand Total	196	9	135	340	6	630	256	892	10	14	6	30	132	684	5	821	2083
Apprch %	57.6	2.6	39.7		0.7	70.6	28.7		33.3	46.7	20		16.1	83.3	0.6		
Total %	9.4	0.4	6.5	16.3	0.3	30.2	12.3	42.8	0.5	0.7	0.3	1.4	6.3	32.8	0.2	39.4	
Passenger vehicles	125	1	96	222	4	533	115	652	8	3	6	17	115	617	4	736	1627
% Passenger vehicles	63.8	11.1	71.1	65.3	66.7	84.6	44.9	73.1	80	21.4	100	56.7	87.1	90.2	80	89.6	78.1
Bobtail Trucks	16	0	14	30	1	68	89	158	0	2	0	2	7	23	0	30	220
% Bobtail Trucks	8.2	0	10.4	8.8	16.7	10.8	34.8	17.7	0	14.3	0	6.7	5.3	3.4	0	3.7	10.6
Chasis Only Trucks	7	0	4	11	0	5	23	28	0	0	0	0	0	1	0	1	40
% Chasis Only Trucks	3.6	0	3	3.2	0	0.8	9	3.1	0	0	0	0	0	0.1	0	0.1	1.9
Container Trucks	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
% Container Trucks	17.3	0	8.1	13.2	0	1.7	5.9	2.9	0	0	0	0	6.1	4.1	0	4.4	5.1
Other trucks	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
% Other trucks	7.1	88.9	7.4	9.4	16.7	2.1	5.5	3.1	20	64.3	0	36.7	1.5	2.2	20	2.2	4.3

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112	302
01:45 PM	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110	310
02:00 PM	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104	247
02:15 PM	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104	250
Total Volume	100	4	80	184	4	339	137	480	5	8	2	15	68	360	2	430	1109
% App. Total	54.3	2.2	43.5		0.8	70.6	28.5		33.3	53.3	13.3		15.8	83.7	0.5		
PHF	.758	.500	.800	.767	.333	.931	.815	.896	.417	.667	.500	.536	.850	.968	.250	.960	.894

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	33	2	25	60	3	87	36	126	1	3	0	4	17	93	2	112
+15 mins.	32	2	25	59	1	91	42	134	3	3	1	7	20	90	0	110
+30 mins.	16	0	14	30	0	82	30	112	0	1	0	1	16	88	0	104
+45 mins.	19	0	16	35	0	79	29	108	1	1	1	3	15	89	0	104
Total Volume	100	4	80	184	4	339	137	480	5	8	2	15	68	360	2	430
% App. Total	54.3	2.2	43.5		0.8	70.6	28.5		33.3	53.3	13.3		15.8	83.7	0.5	
PHF	.758	.500	.800	.767	.333	.931	.815	.896	.417	.667	.500	.536	.850	.968	.250	.960

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

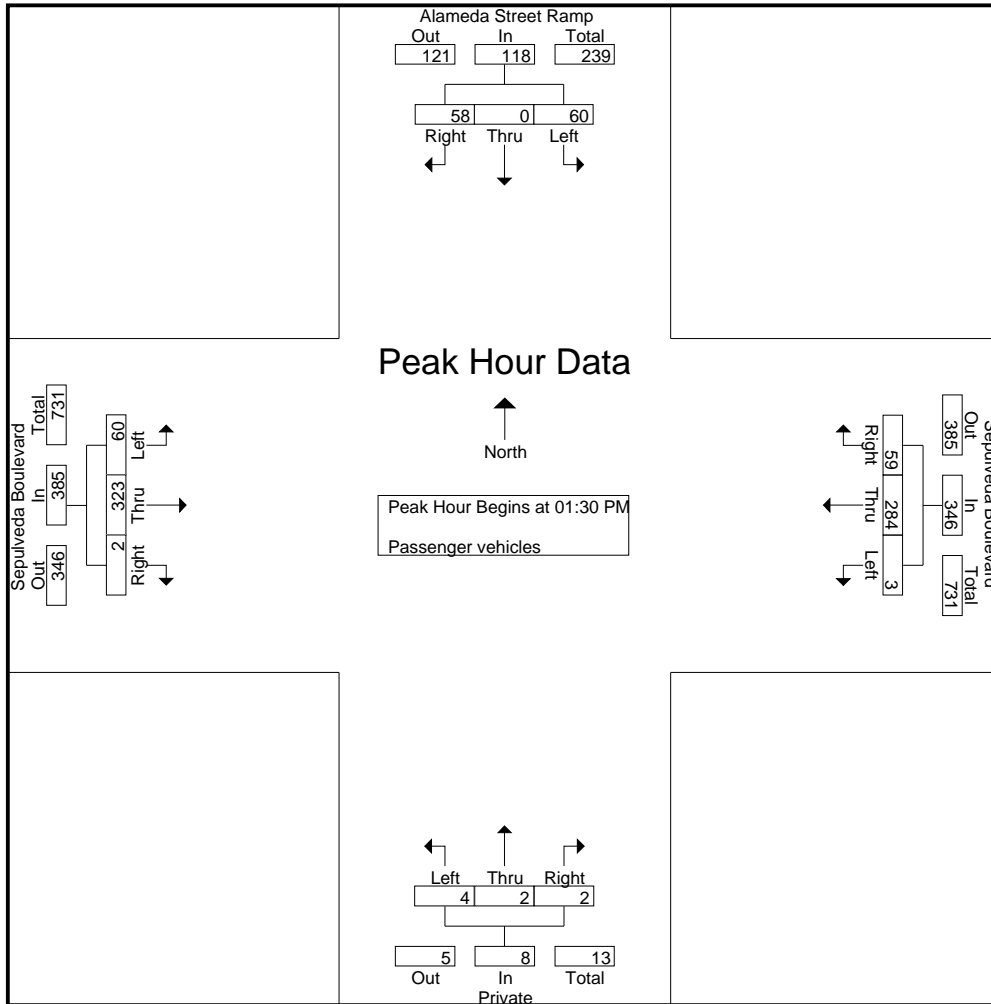
Groups Printed- Passenger vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	13	1	5	19	1	56	12	69	0	0	2	2	12	60	2	74	164
01:15 PM	7	0	8	15	0	53	13	66	0	0	1	1	13	49	0	62	144
01:30 PM	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87	199
01:45 PM	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98	221
Total	48	1	42	91	4	250	54	308	3	1	4	8	55	262	4	321	728
02:00 PM	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100	218
02:15 PM	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100	219
02:30 PM	19	0	16	35	0	69	16	85	2	1	1	4	15	84	0	99	223
02:45 PM	26	0	9	35	0	71	15	86	2	0	0	2	15	101	0	116	239
Total	77	0	54	131	0	283	61	344	5	2	2	9	60	355	0	415	899
Grand Total	125	1	96	222	4	533	115	652	8	3	6	17	115	617	4	736	1627
Apprch %	56.3	0.5	43.2		0.6	81.7	17.6		47.1	17.6	35.3		15.6	83.8	0.5		
Total %	7.7	0.1	5.9	13.6	0.2	32.8	7.1	40.1	0.5	0.2	0.4	1	7.1	37.9	0.2	45.2	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87	199
01:45 PM	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98	221
02:00 PM	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100	218
02:15 PM	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100	219
Total Volume	60	0	58	118	3	284	59	346	4	2	2	8	60	323	2	385	857
% App. Total	50.8	0	49.2		0.9	82.1	17.1		50	25	25		15.6	83.9	0.5		
PHF	.882	.000	.967	.922	.250	.959	.819	.940	.500	.500	.500	.667	.882	.939	.250	.963	.969

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

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 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	15	0	14	29	3	67	11	81	1	1	0	2	13	72	2	87
+15 mins.	13	0	15	28	0	74	18	92	2	0	1	3	17	81	0	98
+30 mins.	15	0	14	29	0	72	16	88	0	1	0	1	16	84	0	100
+45 mins.	17	0	15	32	0	71	14	85	1	0	1	2	14	86	0	100
Total Volume	60	0	58	118	3	284	59	346	4	2	2	8	60	323	2	385
% App. Total	50.8	0	49.2		0.9	82.1	17.1		50	25	25		15.6	83.9	0.5	
PHF	.882	.000	.967	.922	.250	.959	.819	.940	.500	.500	.500	.667	.882	.939	.250	.963

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
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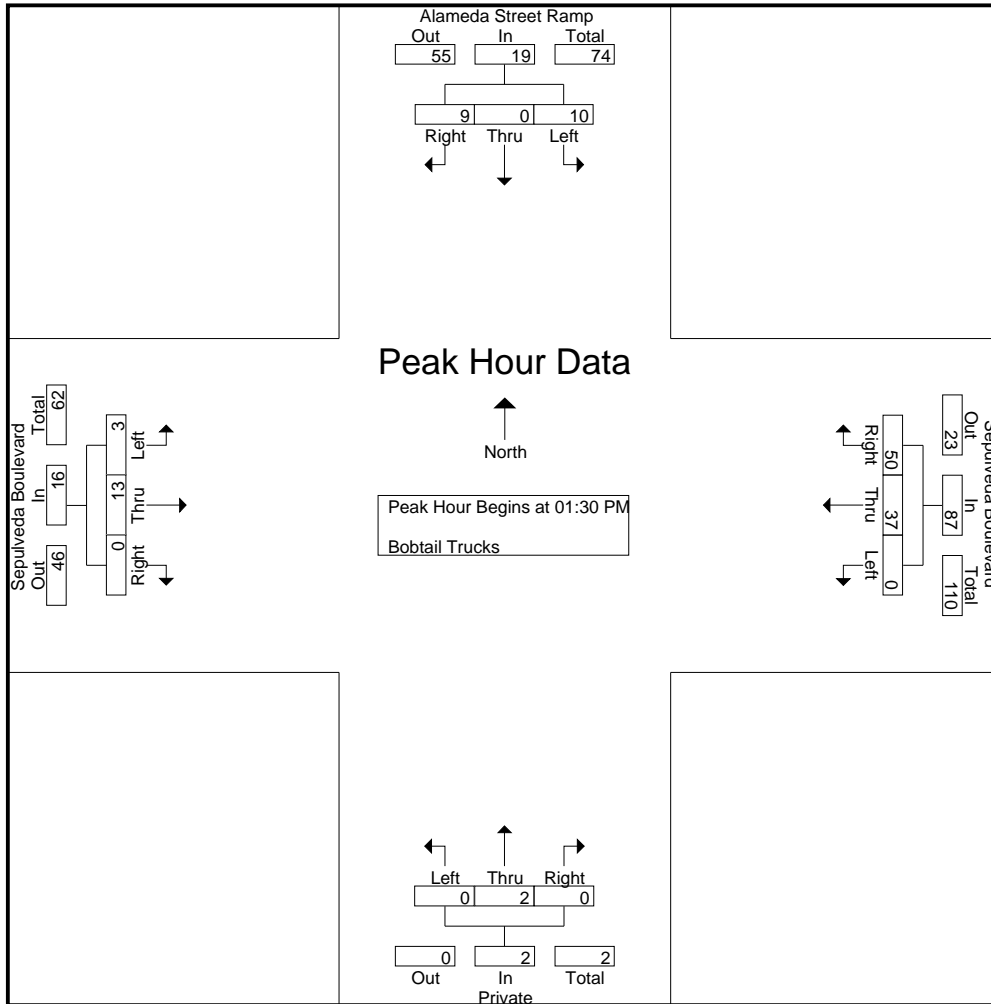
Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	1	0	1	2	0	11	7	18	0	0	0	0	0	2	0	2	22
01:15 PM	5	0	4	9	1	5	4	10	0	0	0	0	3	2	0	5	24
01:30 PM	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6	46
01:45 PM	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2	29
Total	16	0	14	30	1	36	38	75	0	1	0	1	5	10	0	15	121
02:00 PM	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4	24
02:15 PM	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4	25
02:30 PM	0	0	0	0	0	8	13	21	0	0	0	0	0	4	0	4	25
02:45 PM	0	0	0	0	0	7	15	22	0	0	0	0	1	2	0	3	25
Total	0	0	0	0	0	32	51	83	0	1	0	1	2	13	0	15	99
Grand Total	16	0	14	30	1	68	89	158	0	2	0	2	7	23	0	30	220
Apprch %	53.3	0	46.7		0.6	43	56.3		0	100	0		23.3	76.7	0		
Total %	7.3	0	6.4	13.6	0.5	30.9	40.5	71.8	0	0.9	0	0.9	3.2	10.5	0	13.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6	46
01:45 PM	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2	29
02:00 PM	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4	24
02:15 PM	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4	25
Total Volume	10	0	9	19	0	37	50	87	0	2	0	2	3	13	0	16	124
% App. Total	52.6	0	47.4		0	42.5	57.5		0	100	0		18.8	81.2	0		
PHF	.417	.000	.450	.475	.000	.771	.735	.750	.000	.500	.000	.500	.750	.650	.000	.667	.674

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	6	0	4	10	0	12	17	29	0	1	0	1	1	5	0	6
+15 mins.	4	0	5	9	0	8	10	18	0	0	0	0	1	1	0	2
+30 mins.	0	0	0	0	0	9	11	20	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	8	12	20	0	1	0	1	1	3	0	4
Total Volume	10	0	9	19	0	37	50	87	0	2	0	2	3	13	0	16
% App. Total	52.6	0	47.4		0	42.5	57.5		0	100	0		18.8	81.2	0	
PHF	.417	.000	.450	.475	.000	.771	.735	.750	.000	.500	.000	.500	.750	.650	.000	.667

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

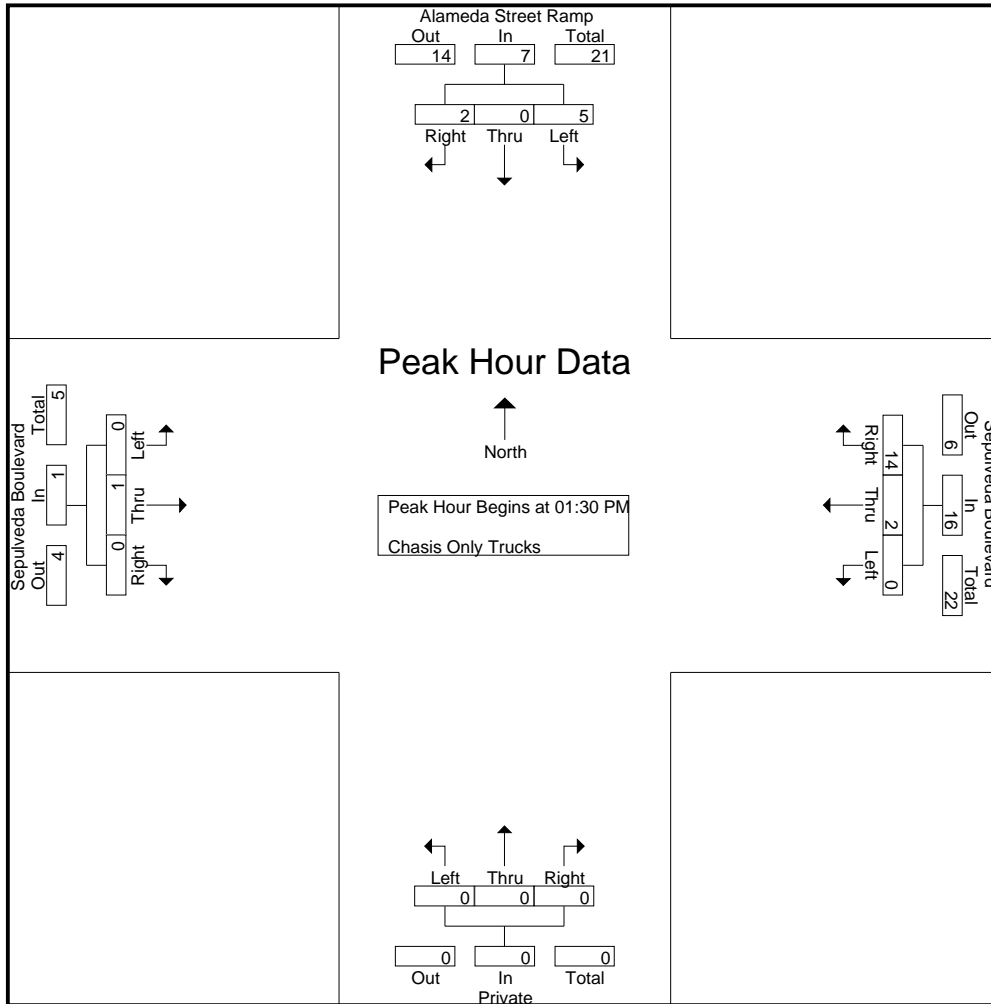
Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
01:15 PM	1	0	1	2	0	0	4	4	0	0	0	0	0	0	0	0	0	6
01:30 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	0	0	6
01:45 PM	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0	0	7
Total	3	0	2	5	0	2	12	14	0	0	0	0	0	1	0	0	0	20
02:00 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
02:15 PM	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0	0	6
02:30 PM	1	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	0	4
02:45 PM	0	0	1	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
Total	4	0	2	6	0	3	11	14	0	0	0	0	0	0	0	0	0	20
Grand Total	7	0	4	11	0	5	23	28	0	0	0	0	0	1	0	0	0	40
Apprch %	63.6	0	36.4		0	17.9	82.1		0	0	0		0	100	0			
Total %	17.5	0	10	27.5	0	12.5	57.5	70	0	0	0	0	0	2.5	0	2.5		

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 01:30 PM																		
01:30 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	0	0	6
01:45 PM	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0	0	7
02:00 PM	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0	0	5
02:15 PM	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0	0	6
Total Volume	5	0	2	7	0	2	14	16	0	0	0	0	0	1	0	0	0	24
% App. Total	71.4	0	28.6		0	12.5	87.5		0	0	0		0	100	0			
PHF	.625	.000	.500	.583	.000	.500	.700	.800	.000	.000	.000	.000	.000	.250	.000	.250		.857

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	1	0	0	1	0	1	3	4	0	0	0	0	0	1	0	1
+15 mins.	1	0	1	2	0	0	5	5	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0
+45 mins.	2	0	1	3	0	0	3	3	0	0	0	0	0	0	0	0
Total Volume	5	0	2	7	0	2	14	16	0	0	0	0	0	1	0	1
% App. Total	71.4	0	28.6		0	12.5	87.5		0	0	0		0	100	0	
PHF	.625	.000	.500	.583	.000	.500	.700	.800	.000	.000	.000	.000	.000	.250	.000	.250

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

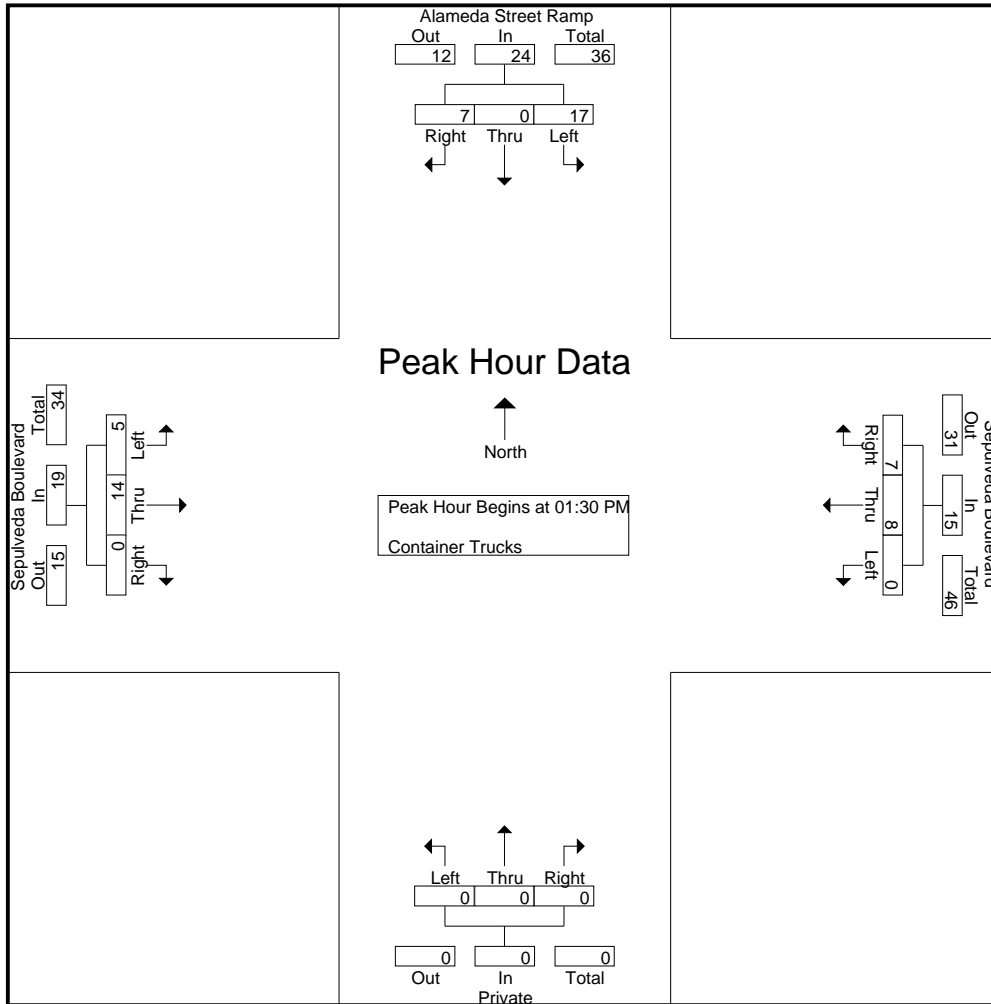
Groups Printed- Container Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	7	0	3	10	0	0	5	5	0	0	0	0	0	5	0	5	20
01:15 PM	10	0	1	11	0	3	3	6	0	0	0	0	3	9	0	12	29
01:30 PM	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11	28
01:45 PM	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8	30
Total	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	34	0	11	45	0	11	15	26	0	0	0	0	8	28	0	36	107
Apprch %	75.6	0	24.4		0	42.3	57.7		0	0	0		22.2	77.8	0		
Total %	31.8	0	10.3	42.1	0	10.3	14	24.3	0	0	0	0	7.5	26.2	0	33.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11	28
01:45 PM	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8	30
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	17	0	7	24	0	8	7	15	0	0	0	0	5	14	0	19	58
% App. Total	70.8	0	29.2		0	53.3	46.7		0	0	0		26.3	73.7	0		
PHF	.386	.000	.438	.429	.000	.400	.438	.469	.000	.000	.000	.000	.417	.438	.000	.432	.483

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	6	0	4	10	0	3	4	7	0	0	0	0	3	8	0	11
+15 mins.	11	0	3	14	0	5	3	8	0	0	0	0	2	6	0	8
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	17	0	7	24	0	8	7	15	0	0	0	0	5	14	0	19
% App. Total	70.8	0	29.2		0	53.3	46.7		0	0	0		26.3	73.7	0	
PHF	.386	.000	.438	.429	.000	.400	.438	.469	.000	.000	.000	.000	.417	.438	.000	.432

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEM
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

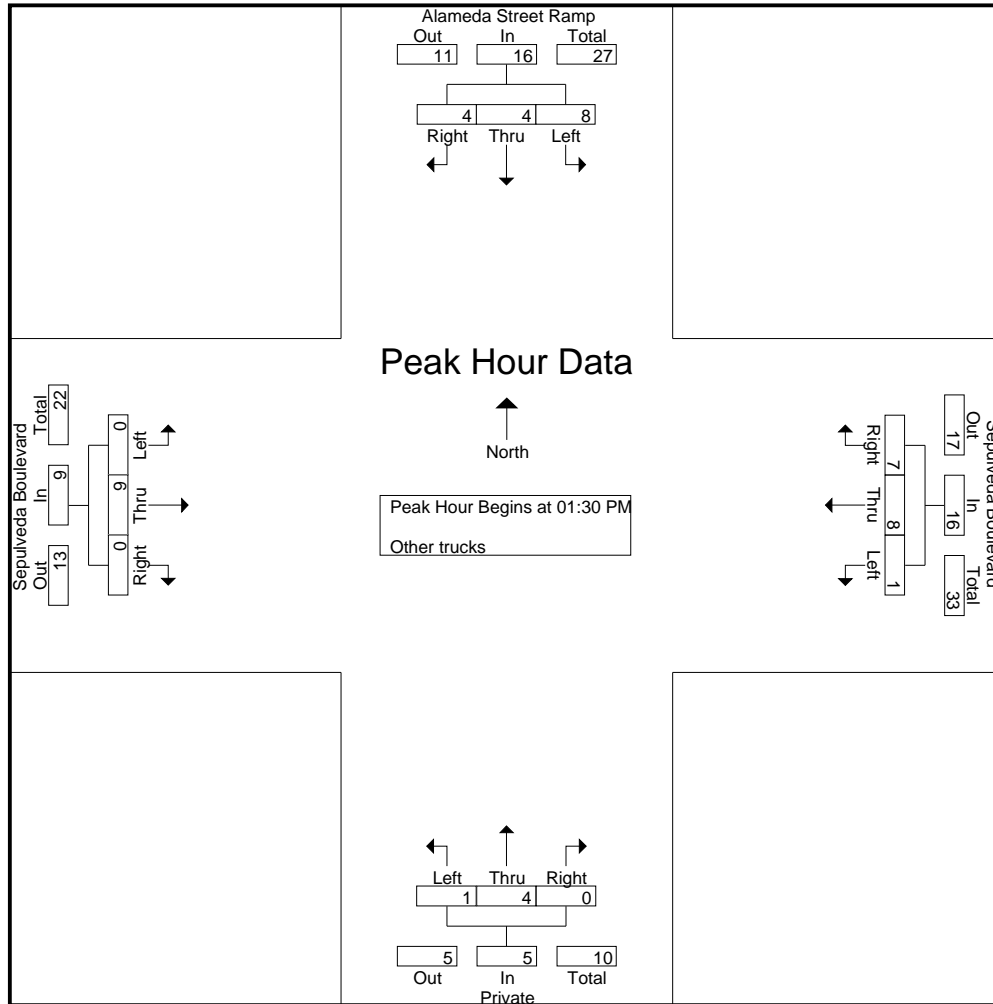
Groups Printed- Other trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
01:00 PM	2	1	5	8	0	1	4	5	0	3	0	3	0	3	1	4	20
01:15 PM	4	3	1	8	0	4	3	7	1	2	0	3	2	3	0	5	23
01:30 PM	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7	23
01:45 PM	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2	23
Total	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	14	8	10	32	1	13	14	28	2	9	0	11	2	15	1	18	89
Apprch %	43.8	25	31.2		3.6	46.4	50		18.2	81.8	0		11.1	83.3	5.6		
Total %	15.7	9	11.2	36	1.1	14.6	15.7	31.5	2.2	10.1	0	12.4	2.2	16.9	1.1	20.2	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:30 PM																	
01:30 PM	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7	23
01:45 PM	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2	23
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	8	4	4	16	1	8	7	16	1	4	0	5	0	9	0	9	46
% App. Total	50	25	25		6.2	50	43.8		20	80	0		0	100	0		
PHF	.400	.500	.333	.400	.250	.500	.292	.364	.250	.333	.000	.313	.000	.321	.000	.321	.500

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEMD
 Site Code : 0000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 01:30 PM to 02:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	01:30 PM				01:30 PM				01:30 PM				01:30 PM			
+0 mins.	5	2	3	10	0	4	1	5	0	1	0	1	0	7	0	7
+15 mins.	3	2	1	6	1	4	6	11	1	3	0	4	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	8	4	4	16	1	8	7	16	1	4	0	5	0	9	0	9
% App. Total	50	25	25		6.2	50	43.8		20	80	0		0	100	0	
PHF	.400	.500	.333	.400	.250	.500	.292	.364	.250	.333	.000	.313	.000	.321	.000	.321

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

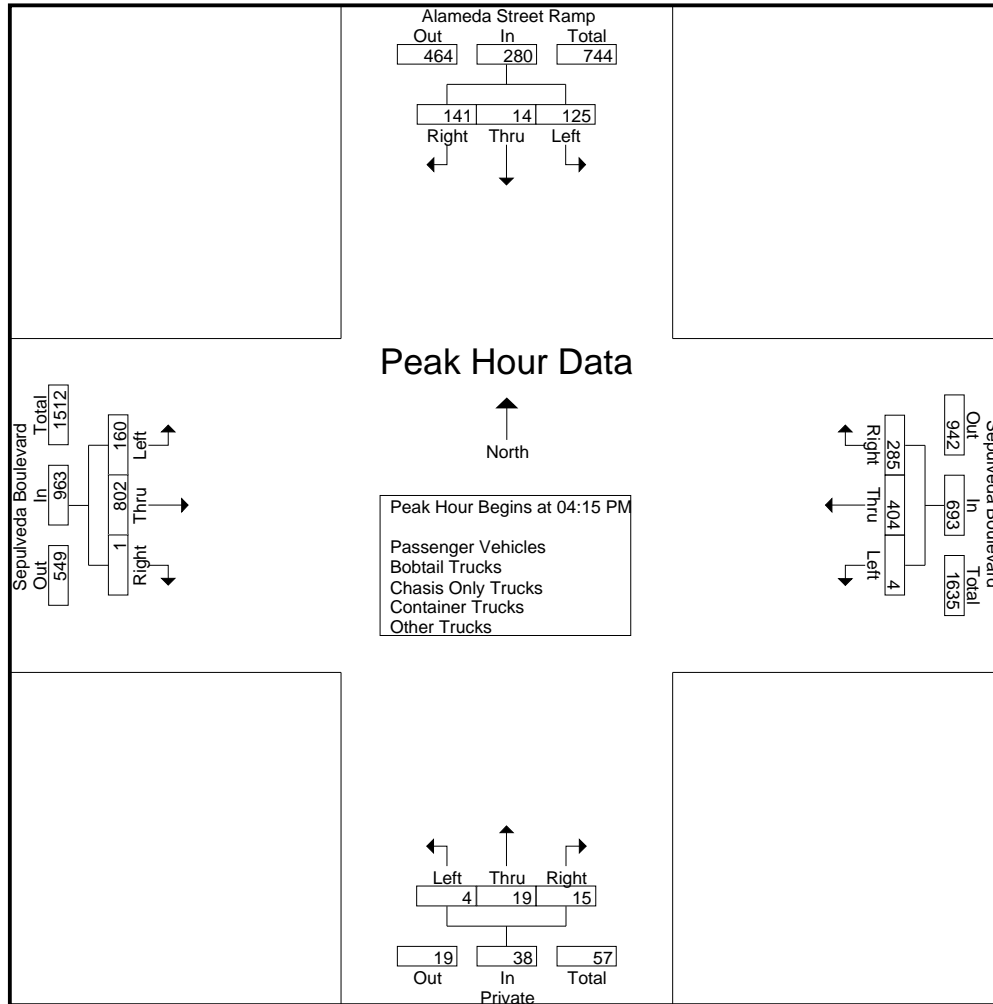
Groups Printed- Passenger Vehicles - Bobtail Trucks - Chasis Only Trucks - Container Trucks - Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	20	3	30	53	4	91	65	160	2	11	0	13	44	182	3	229	455
04:15 PM	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211	466
04:30 PM	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235	513
04:45 PM	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239	472
Total	117	12	133	262	7	388	285	680	5	30	15	50	174	736	4	914	1906
05:00 PM	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278	523
05:15 PM	34	2	33	69	0	99	30	129	1	4	0	5	39	206	1	246	449
05:30 PM	21	1	14	36	0	91	26	117	2	5	0	7	40	179	1	220	380
05:45 PM	25	2	20	47	1	100	30	131	0	5	1	6	24	172	0	196	380
Total	108	10	105	223	2	397	151	550	4	14	1	19	133	805	2	940	1732
Grand Total	225	22	238	485	9	785	436	1230	9	44	16	69	307	1541	6	1854	3638
Apprch %	46.4	4.5	49.1		0.7	63.8	35.4		13	63.8	23.2		16.6	83.1	0.3		
Total %	6.2	0.6	6.5	13.3	0.2	21.6	12	33.8	0.2	1.2	0.4	1.9	8.4	42.4	0.2	51	
Passenger Vehicles	150	2	184	336	6	710	228	944	9	19	16	44	248	1348	4	1600	2924
% Passenger Vehicles	66.7	9.1	77.3	69.3	66.7	90.4	52.3	76.7	100	43.2	100	63.8	80.8	87.5	66.7	86.3	80.4
Bobtail Trucks	38	0	35	73	0	42	135	177	0	0	0	0	12	110	0	122	372
% Bobtail Trucks	16.9	0	14.7	15.1	0	5.4	31	14.4	0	0	0	0	3.9	7.1	0	6.6	10.2
Chasis Only Trucks	3	0	2	5	0	0	4	4	0	0	0	0	1	7	0	8	17
% Chasis Only Trucks	1.3	0	0.8	1	0	0	0.9	0.3	0	0	0	0	0.3	0.5	0	0.4	0.5
Container Trucks	26	0	10	36	0	26	50	76	0	0	0	0	32	63	0	95	207
% Container Trucks	11.6	0	4.2	7.4	0	3.3	11.5	6.2	0	0	0	0	10.4	4.1	0	5.1	5.7
Other Trucks	8	20	7	35	3	7	19	29	0	25	0	25	14	13	2	29	118
% Other Trucks	3.6	90.9	2.9	7.2	33.3	0.9	4.4	2.4	0	56.8	0	36.2	4.6	0.8	33.3	1.6	3.2

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211	466
04:30 PM	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235	513
04:45 PM	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239	472
05:00 PM	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278	523
Total Volume	125	14	141	280	4	404	285	693	4	19	15	38	160	802	1	963	1974
% App. Total	44.6	5	50.4		0.6	58.3	41.1		10.5	50	39.5		16.6	83.3	0.1		
PHF	.822	.583	.928	.875	.500	.944	.858	.907	1.00	.594	.469	.633	.769	.808	.250	.866	.944

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	25	2	30	57	2	103	78	183	1	6	8	15	35	176	0	211
+15 mins.	34	1	37	72	1	107	83	191	1	8	6	15	52	183	0	235
+30 mins.	38	6	36	80	0	87	59	146	1	5	1	7	43	195	1	239
+45 mins.	28	5	38	71	1	107	65	173	1	0	0	1	30	248	0	278
Total Volume	125	14	141	280	4	404	285	693	4	19	15	38	160	802	1	963
% App. Total	44.6	5	50.4		0.6	58.3	41.1		10.5	50	39.5		16.6	83.3	0.1	
PHF	.822	.583	.928	.875	.500	.944	.858	.907	1.000	.594	.469	.633	.769	.808	.250	.866

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

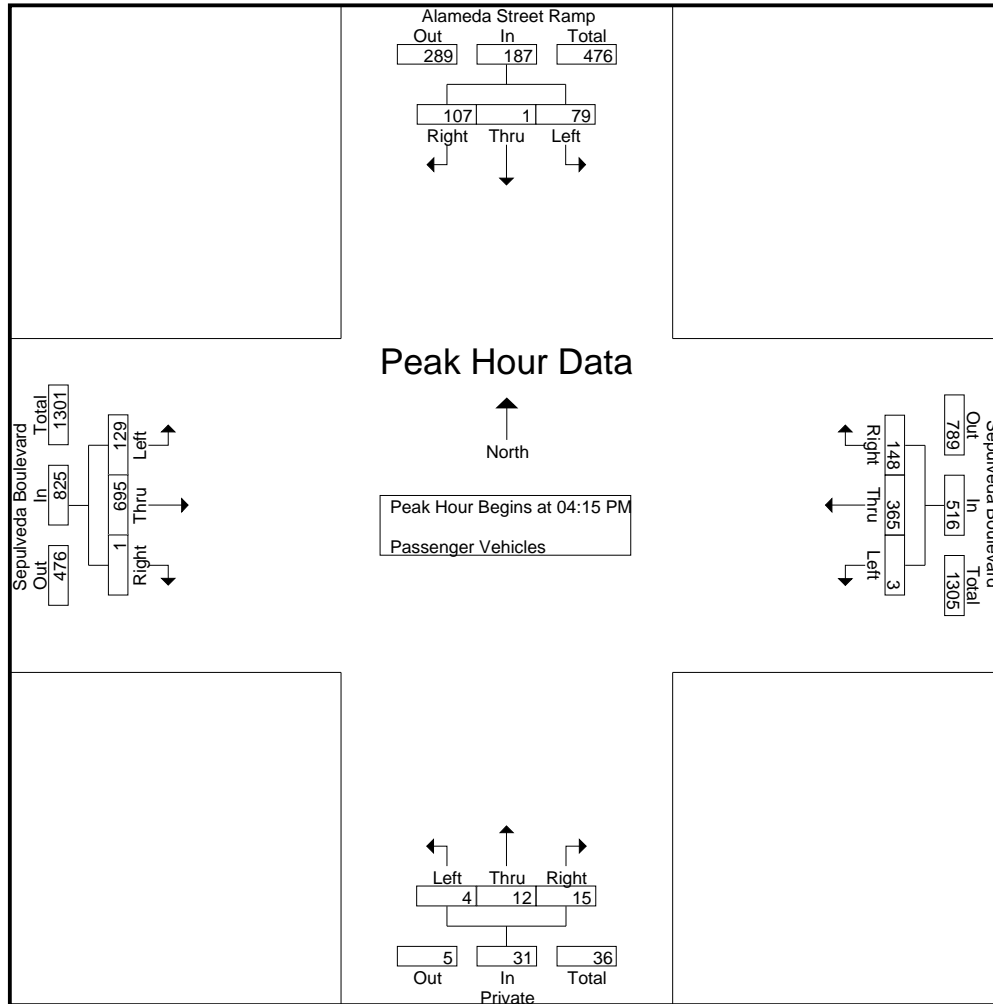
Groups Printed- Passenger Vehicles

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	0	18	31	2	66	28	96	2	5	0	7	34	144	1	179	313
04:15 PM	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185	355
04:30 PM	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196	406
04:45 PM	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208	360
Total	75	0	94	169	4	325	131	460	5	17	15	37	141	625	2	768	1434
05:00 PM	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236	438
05:15 PM	22	1	28	51	0	96	19	115	1	0	0	1	31	186	1	218	385
05:30 PM	15	0	11	26	0	89	15	104	2	2	0	4	35	159	1	195	329
05:45 PM	21	0	20	41	1	94	18	113	0	0	1	1	19	164	0	183	338
Total	75	2	90	167	2	385	97	484	4	2	1	7	107	723	2	832	1490
Grand Total	150	2	184	336	6	710	228	944	9	19	16	44	248	1348	4	1600	2924
Apprch %	44.6	0.6	54.8		0.6	75.2	24.2		20.5	43.2	36.4		15.5	84.2	0.2		
Total %	5.1	0.1	6.3	11.5	0.2	24.3	7.8	32.3	0.3	0.6	0.5	1.5	8.5	46.1	0.1	54.7	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185	355
04:30 PM	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196	406
04:45 PM	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208	360
05:00 PM	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236	438
Total Volume	79	1	107	187	3	365	148	516	4	12	15	31	129	695	1	825	1559
% App. Total	42.2	0.5	57.2		0.6	70.7	28.7		12.9	38.7	48.4		15.6	84.2	0.1		
PHF	.790	.250	.863	.835	.750	.861	.822	.849	1.00	.429	.469	.554	.717	.812	.250	.874	.890

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	13	0	20	33	1	88	34	123	1	5	8	14	31	154	0	185
+15 mins.	25	0	31	56	1	94	45	140	1	7	6	14	45	151	0	196
+30 mins.	24	0	25	49	0	77	24	101	1	0	1	2	31	176	1	208
+45 mins.	17	1	31	49	1	106	45	152	1	0	0	1	22	214	0	236
Total Volume	79	1	107	187	3	365	148	516	4	12	15	31	129	695	1	825
% App. Total	42.2	0.5	57.2		0.6	70.7	28.7		12.9	38.7	48.4		15.6	84.2	0.1	
PHF	.790	.250	.863	.835	.750	.861	.822	.849	1.000	.429	.469	.554	.717	.812	.250	.874

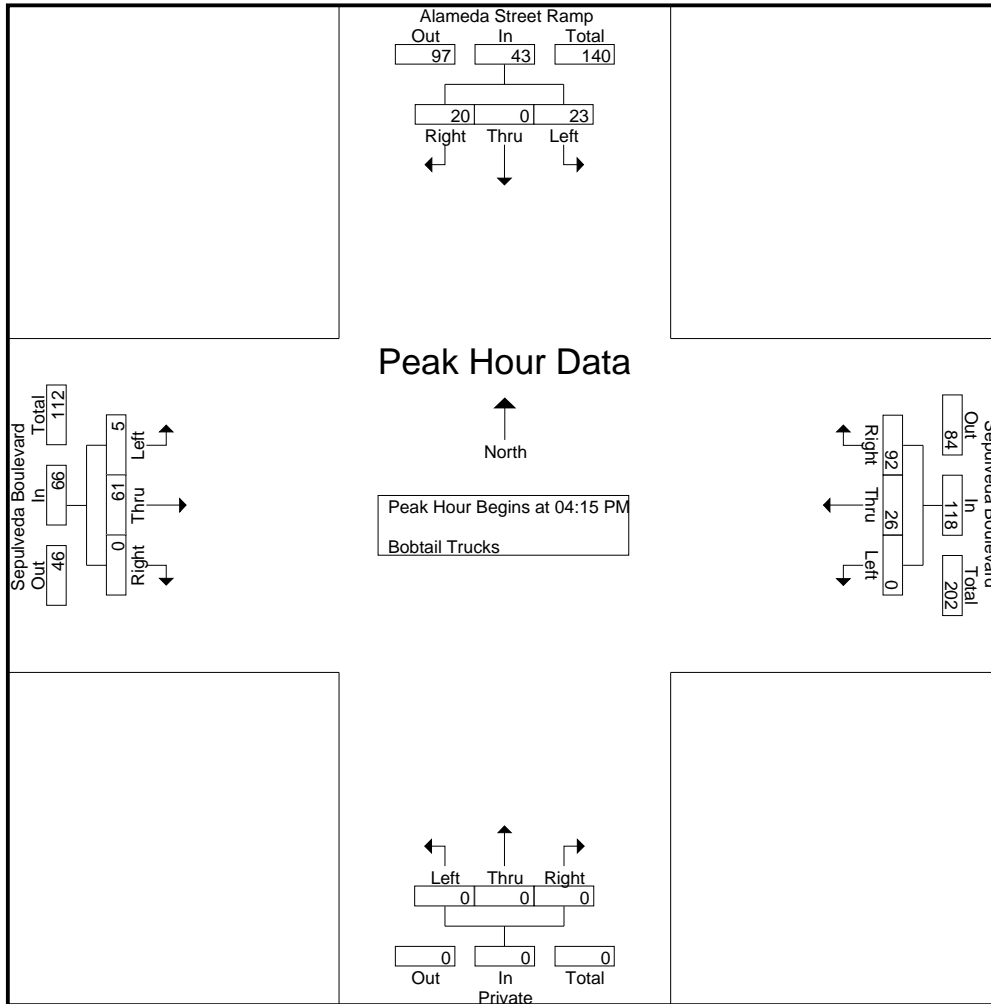
City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Bobtail Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	0	9	13	0	12	25	37	0	0	0	0	4	20	0	24	74
04:15 PM	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14	68
04:30 PM	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17	57
04:45 PM	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11	54
Total	21	0	24	45	0	37	105	142	0	0	0	0	7	59	0	66	253
05:00 PM	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24	48
05:15 PM	4	0	5	9	0	2	5	7	0	0	0	0	1	10	0	11	27
05:30 PM	3	0	1	4	0	1	9	10	0	0	0	0	2	13	0	15	29
05:45 PM	4	0	0	4	0	1	4	5	0	0	0	0	0	6	0	6	15
Total	17	0	11	28	0	5	30	35	0	0	0	0	5	51	0	56	119
Grand Total	38	0	35	73	0	42	135	177	0	0	0	0	12	110	0	122	372
Apprch %	52.1	0	47.9		0	23.7	76.3		0	0	0		9.8	90.2	0		
Total %	10.2	0	9.4	19.6	0	11.3	36.3	47.6	0	0	0	0	3.2	29.6	0	32.8	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14	68
04:30 PM	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17	57
04:45 PM	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11	54
05:00 PM	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24	48
Total Volume	23	0	20	43	0	26	92	118	0	0	0	0	5	61	0	66	227
% App. Total	53.5	0	46.5		0	22	78		0	0	0		7.6	92.4	0		
PHF	.719	.000	.833	.768	.000	.500	.719	.656	.000	.000	.000	.000	.625	.693	.000	.688	.835



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	4	0	5	9	0	13	32	45	0	0	0	0	1	13	0	14
+15 mins.	5	0	4	9	0	4	27	31	0	0	0	0	1	16	0	17
+30 mins.	8	0	6	14	0	8	21	29	0	0	0	0	1	10	0	11
+45 mins.	6	0	5	11	0	1	12	13	0	0	0	0	2	22	0	24
Total Volume	23	0	20	43	0	26	92	118	0	0	0	0	5	61	0	66
% App. Total	53.5	0	46.5		0	22	78		0	0	0		7.6	92.4	0	
PHF	.719	.000	.833	.768	.000	.500	.719	.656	.000	.000	.000	.000	.625	.693	.000	.688

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Chasis Only Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	2	0	2	4	0	0	1	1	0	0	0	0	1	4	0	5	10
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
Total	1	0	0	1	0	0	3	3	0	0	0	0	0	3	0	3	7
Grand Total	3	0	2	5	0	0	4	4	0	0	0	0	1	7	0	8	17
Apprch %	60	0	40		0	0	100		0	0	0		12.5	87.5	0		
Total %	17.6	0	11.8	29.4	0	0	23.5	23.5	0	0	0	0	5.9	41.2	0	47.1	

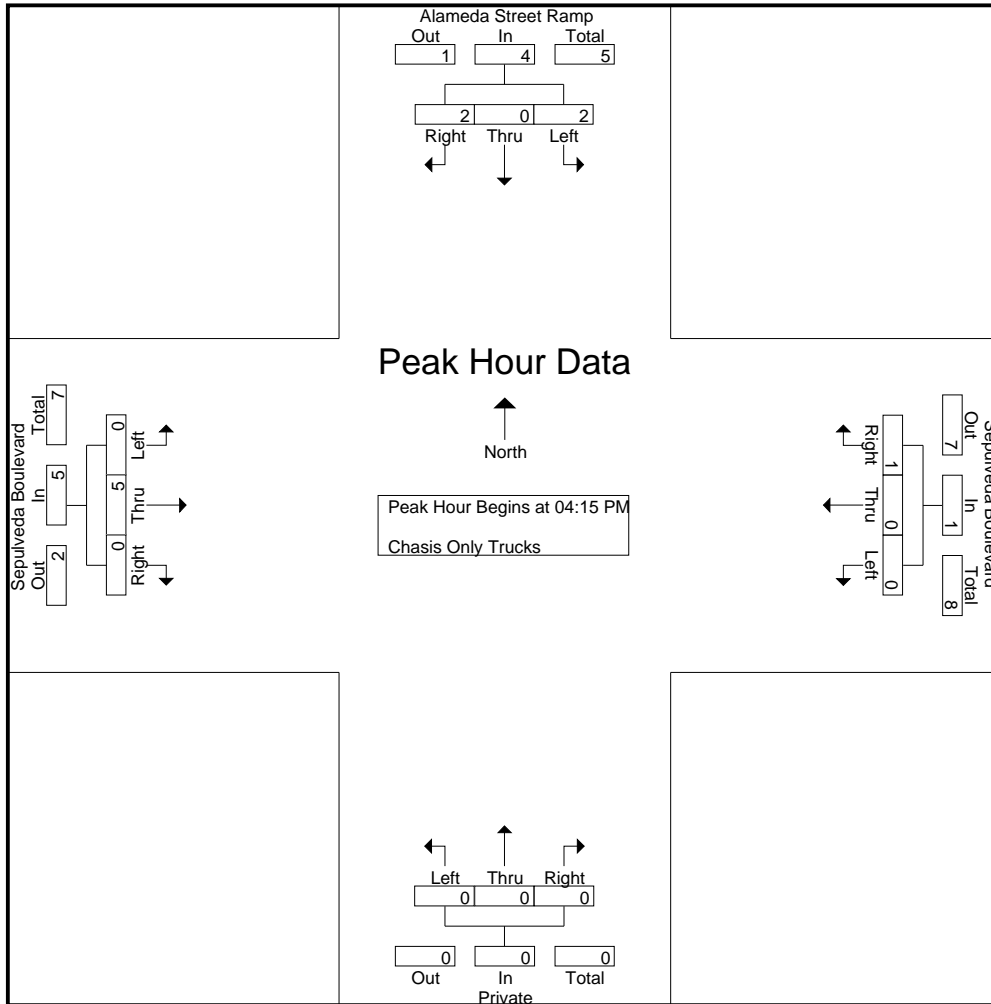
Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3	5
04:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	2	0	2	4	0	0	1	1	0	0	0	0	0	5	0	5	10
% App. Total	50	0	50		0	0	100		0	0	0		0	100	0		
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.417	.000	.417	.500

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	3	0	3
+15 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	2	0	2	4	0	0	1	1	0	0	0	0	0	5	0	5
% App. Total	50	0	50		0	0	100		0	0	0		0	100	0	
PHF	.250	.000	.250	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.417	.000	.417

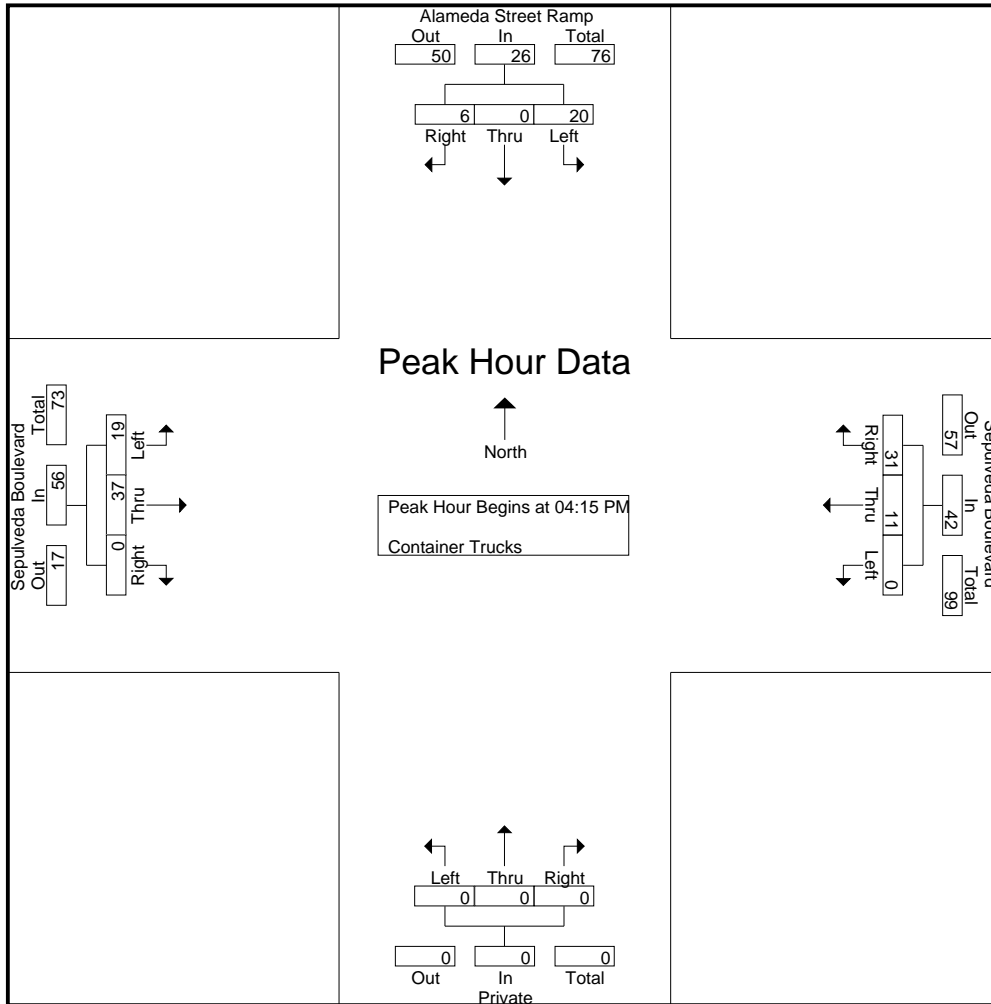
City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

Groups Printed- Container Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	0	3	4	0	9	11	20	0	0	0	0	2	13	0	15	39
04:15 PM	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8	29
04:30 PM	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19	36
04:45 PM	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17	38
Total	17	0	8	25	0	20	38	58	0	0	0	0	17	42	0	59	142
05:00 PM	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12	21
05:15 PM	4	0	0	4	0	1	3	4	0	0	0	0	5	7	0	12	20
05:30 PM	1	0	1	2	0	1	2	3	0	0	0	0	2	4	0	6	11
05:45 PM	0	0	0	0	0	4	3	7	0	0	0	0	4	2	0	6	13
Total	9	0	2	11	0	6	12	18	0	0	0	0	15	21	0	36	65
Grand Total	26	0	10	36	0	26	50	76	0	0	0	0	32	63	0	95	207
Apprch %	72.2	0	27.8		0	34.2	65.8		0	0	0		33.7	66.3	0		
Total %	12.6	0	4.8	17.4	0	12.6	24.2	36.7	0	0	0	0	15.5	30.4	0	45.9	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8	29
04:30 PM	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19	36
04:45 PM	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17	38
05:00 PM	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12	21
Total Volume	20	0	6	26	0	11	31	42	0	0	0	0	19	37	0	56	124
% App. Total	76.9	0	23.1		0	26.2	73.8		0	0	0		33.9	66.1	0		
PHF	.625	.000	.750	.650	.000	.306	.646	.750	.000	.000	.000	.000	.594	.661	.000	.737	.816



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	8	0	2	10	0	1	10	11	0	0	0	0	2	6	0	8
+15 mins.	2	0	1	3	0	9	5	14	0	0	0	0	5	14	0	19
+30 mins.	6	0	2	8	0	1	12	13	0	0	0	0	8	9	0	17
+45 mins.	4	0	1	5	0	0	4	4	0	0	0	0	4	8	0	12
Total Volume	20	0	6	26	0	11	31	42	0	0	0	0	19	37	0	56
% App. Total	76.9	0	23.1		0	26.2	73.8		0	0	0		33.9	66.1	0	
PHF	.625	.000	.750	.650	.000	.306	.646	.750	.000	.000	.000	.000	.594	.661	.000	.737

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEP
 Site Code : 0000066
 Start Date : 2/29/2012
 Page No : 1

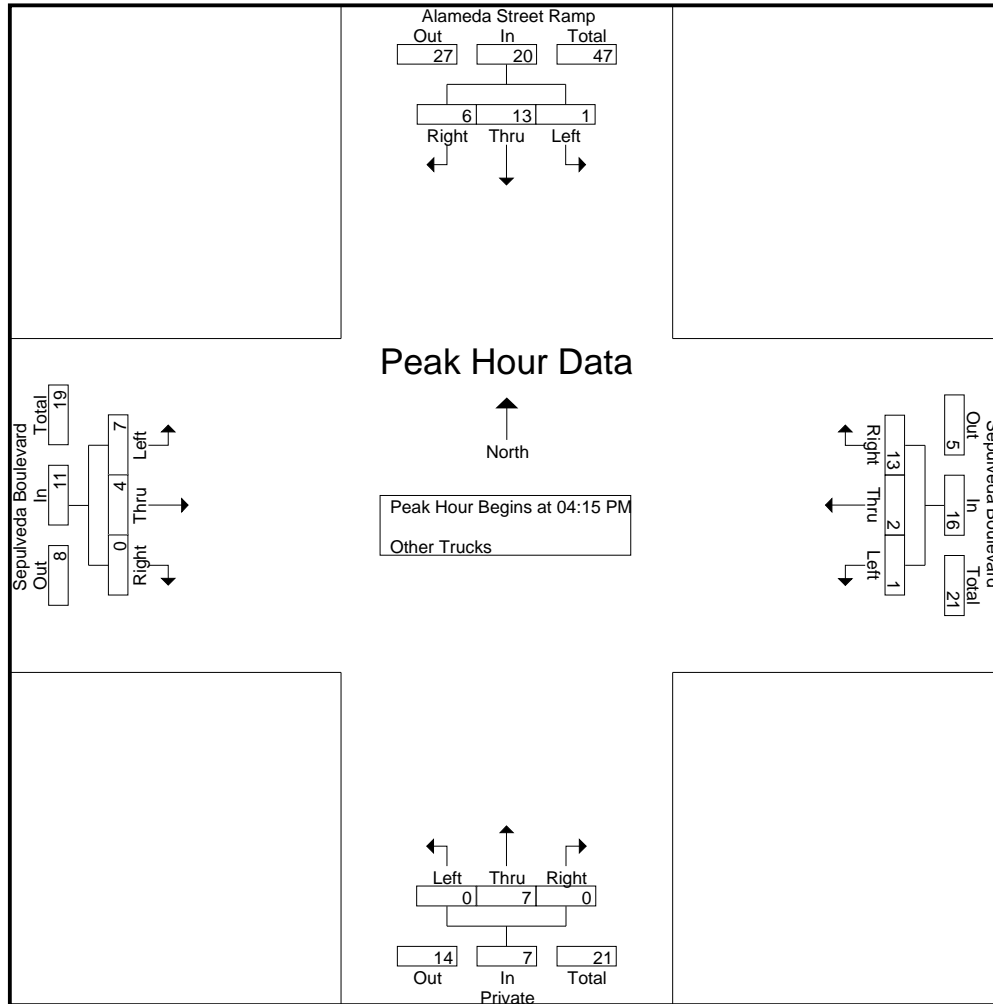
Groups Printed- Other Trucks

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	3	0	5	2	4	1	7	0	6	0	6	3	5	2	10	28
04:15 PM	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1	9
04:30 PM	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2	11
04:45 PM	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3	19
Total	2	12	5	19	3	6	10	19	0	13	0	13	8	6	2	16	67
05:00 PM	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5	15
05:15 PM	4	1	0	5	0	0	2	2	0	4	0	4	2	2	0	4	15
05:30 PM	1	1	1	3	0	0	0	0	0	3	0	3	1	2	0	3	9
05:45 PM	0	2	0	2	0	1	3	4	0	5	0	5	1	0	0	1	12
Total	6	8	2	16	0	1	9	10	0	12	0	12	6	7	0	13	51
Grand Total	8	20	7	35	3	7	19	29	0	25	0	25	14	13	2	29	118
Apprch %	22.9	57.1	20		10.3	24.1	65.5		0	100	0		48.3	44.8	6.9		
Total %	6.8	16.9	5.9	29.7	2.5	5.9	16.1	24.6	0	21.2	0	21.2	11.9	11	1.7	24.6	

Start Time	Alameda Street Ramp Southbound				Sepulveda Boulevard Westbound				Private Northbound				Sepulveda Boulevard Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1	9
04:30 PM	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2	11
04:45 PM	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3	19
05:00 PM	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5	15
Total Volume	1	13	6	20	1	2	13	16	0	7	0	7	7	4	0	11	54
% App. Total	5	65	30		6.2	12.5	81.2		0	100	0		63.6	36.4	0		
PHF	.250	.542	.500	.556	.250	.500	.542	.667	.000	.350	.000	.350	.583	.333	.000	.550	.711

City of Long Beach
 N/S: Alameda Street Ramp
 E/W: Sepulveda Boulevard
 Weather: Sunny

File Name : LBCALSEPM
 Site Code : 00000066
 Start Date : 2/29/2012
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	2	1	3	1	1	2	4	0	1	0	1	1	0	0	1
+15 mins.	0	1	1	2	0	0	6	6	0	1	0	1	1	1	0	2
+30 mins.	0	6	3	9	0	1	1	2	0	5	0	5	3	0	0	3
+45 mins.	1	4	1	6	0	0	4	4	0	0	0	0	2	3	0	5
Total Volume	1	13	6	20	1	2	13	16	0	7	0	7	7	4	0	11
% App. Total	5	65	30		6.2	12.5	81.2		0	100	0		63.6	36.4	0	
PHF	.250	.542	.500	.556	.250	.500	.542	.667	.000	.350	.000	.350	.583	.333	.000	.550

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: WEST DRIVEWAY / SEPULVEDA BOULEVARD

Tenants
Flexi-Van

15 MIN COUNT	EBRT TRUCKS					WBLT TRUCKS					NBLT TRUCKS					NBRT TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-800	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
800-815	3	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815-830	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
830-845	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
845-900	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Peak Hour	6	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
100-115	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
115-130	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	0	0
130-145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145-200	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
200-215	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215-230	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	0
230-245	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	0
245-300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0
Peak Hour	1	0	1	0	1	2	2	2	0	0	1	0	0	0	1	0	1	0	0	0
400-415	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
415-430	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0
430-445	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	4	0	0	0	0

HOOR TOTALS

TIME	TRUCKS					TRUCKS					TRUCKS					TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-800	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	5	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	6	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	1
745-845	6	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	1
800-900	5	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	1
100-200	3	1	0	0	0	1	1	0	0	0	3	1	0	0	0	0	0	1	0	0
115-215	2	0	0	0	1	2	1	0	0	0	2	1	0	0	0	0	0	1	0	0
130-230	1	0	0	0	1	3	1	0	0	0	1	0	0	0	0	0	0	1	0	0
145-245	1	0	1	0	1	2	2	2	0	0	1	0	0	0	0	1	0	1	0	0
200-300	0	0	1	0	1	2	1	2	0	0	1	0	0	0	1	1	1	1	0	0
400-500	1	0	0	0	0	0	0	0	0	0	2	4	0	0	0	4	0	0	0	0
415-515	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	7	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	3	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDIS AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S MIDDLE DRIVEWAY
 EW SEPULVEDA BOULEVARD

Tenants
Total Intermodal

15-MIN COUNTS	6					7					8					9					10				
	WB	BL	T	CH	CO	WB	BL	T	CH	CO	WB	BL	T	CH	CO	WB	BL	T	CH	CO	WB	BL	T	CH	CO
700-715	4	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-730	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	0
730-745	3	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
745-800	13	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	2	0	3	0
800-815	7	3	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	2	0	4	3	0	2	1
815-830	2	3	2	0	0	0	0	1	2	0	0	0	0	0	0	1	1	5	0	2	3	0	2	0	
830-845	3	1	1	0	0	1	1	0	1	1	0	0	0	0	0	2	0	4	0	0	1	0	0	0	0
845-900	4	2	2	2	3	1	0	0	3	3	0	0	0	0	0	2	0	1	0	1	1	0	2	0	
Peak Hour	16	9	5	2	3	2	1	1	10	4	0	0	0	0	1	6	1	12	0	7	8	0	6	1	
100-115	2	7	0	1	0	0	2	1	0	0	0	0	0	0	1	2	0	2	0	0	3	0	5	2	
115-130	2	5	0	1	0	0	3	0	2	0	0	0	0	0	7	2	9	0	0	0	0	0	4	0	
130-145	0	3	0	0	0	0	0	0	0	0	0	1	1	0	0	6	1	2	1	1	0	0	1	0	
145-200	2	4	0	1	0	0	3	0	0	0	0	0	0	0	0	3	0	2	0	0	1	0	9	0	
200-215	1	3	0	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	1	2	0	3	0	
215-230	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	0	0	1	2	0	3	0	
230-245	0	3	0	2	0	0	0	0	1	0	0	0	0	0	1	4	0	7	0	1	2	1	3	0	
245-300	0	3	0	0	0	1	2	1	1	0	0	1	0	0	0	3	0	4	0	1	2	0	0	0	
Peak Hour	6	19	0	3	0	0	8	1	2	0	0	1	3	0	0	18	3	15	1	1	4	0	19	2	
400-415	2	4	1	0	0	6	0	0	5	0	0	0	0	0	2	0	0	2	0	1	3	0	2	0	
415-430	0	4	0	0	0	2	0	0	2	0	0	0	0	0	1	1	0	4	0	1	3	3	1	0	
430-445	2	5	0	0	0	2	1	0	0	0	0	0	0	0	1	0	1	4	0	0	3	0	2	0	
445-500	1	2	1	0	0	9	2	0	0	0	0	0	0	0	4	4	0	5	0	0	2	0	1	0	
500-515	1	2	0	0	0	8	0	0	1	0	0	0	0	0	1	3	0	1	0	1	2	0	2	0	
515-530	2	0	0	0	0	2	0	0	3	0	0	0	0	0	0	3	0	5	0	0	0	0	2	0	
530-545	2	1	0	0	0	5	0	0	0	0	0	0	0	0	1	0	1	1	0	1	1	1	1	0	
545-600	2	0	0	0	0	5	0	1	1	0	0	0	0	0	3	3	0	1	0	1	0	0	0	0	
Peak Hour	5	15	2	0	0	19	3	0	7	0	0	0	0	0	8	5	1	15	0	2	11	3	6	0	
HOUR TOTALS																									
700-800	22	2	0	1	0	6	1	0	0	0	0	2	0	0	0	2	0	0	0	7	6	0	4	0	
715-815	25	5	0	1	0	3	1	0	4	0	0	2	0	0	1	3	0	2	0	9	9	0	6	1	
730-830	25	8	2	0	0	2	1	1	6	0	0	2	0	0	1	4	1	7	0	9	11	0	7	1	
745-845	25	7	3	0	0	2	1	1	7	1	0	2	0	0	1	6	1	11	0	9	9	0	7	1	
800-900	16	9	5	2	3	2	1	1	10	4	0	0	0	0	1	6	1	12	0	7	8	0	6	1	
100-200	6	19	0	3	0	0	8	1	2	0	0	1	3	0	0	18	3	15	1	1	4	0	19	2	
115-215	5	15	0	2	0	0	8	0	2	0	0	1	3	0	0	19	3	13	1	2	3	0	17	0	
130-230	3	13	0	1	0	0	6	0	0	0	0	1	1	0	0	19	1	4	1	3	5	0	16	0	
145-245	3	13	0	3	0	0	6	0	1	0	0	0	0	0	2	17	0	9	0	3	7	1	18	0	
200-300	1	12	0	2	0	1	5	1	2	0	0	1	0	0	2	17	0	11	0	4	8	1	9	0	
400-500	5	15	2	0	0	19	3	0	7	0	0	0	0	0	8	5	1	15	0	2	11	3	6	0	
415-515	4	13	1	0	0	21	3	0	3	0	0	0	0	0	7	8	1	14	0	2	10	3	6	0	
430-530	6	9	1	0	0	21	3	0	4	0	0	0	0	0	6	10	1	15	0	1	7	0	7	0	
445-545	6	5	1	0	0	24	2	0	4	0	0	0	0	0	6	10	1	12	0	2	5	1	6	0	
500-600	7	3	0	0	0	20	0	1	5	0	0	0	0	0	5	9	1	8	0	3	3	1	5	0	

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: EAST DRIVEWAY / SEPLULVEDA BOULEVARD

Tenants
Three Rivers
San Pedro Forklift
LA Harbor Grain Terminal
California Multimodal

15 MIN COUNT	EBRT TRUCKS					WBLT TRUCKS					NBLT TRUCKS					NBR T TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER
700-715	10	3	0	0	2	23	0	0	0	0	0	1	0	0	1	2	1	0	0	0
715-730	11	2	0	1	1	15	0	0	4	0	2	12	0	3	0	3	2	0	1	0
730-745	9	1	0	2	0	12	1	0	0	0	0	7	0	0	0	2	4	0	1	0
745-800	8	0	0	1	1	24	1	0	1	1	0	0	0	0	1	4	0	0	1	0
800-815	9	1	0	0	0	29	1	0	0	0	1	3	0	1	1	5	2	0	2	0
815-830	6	0	0	2	0	12	0	0	1	1	4	4	0	1	1	3	2	0	0	0
830-845	0	2	0	3	0	10	1	0	1	0	0	4	0	2	1	6	3	0	2	0
845-900	4	1	0	7	0	13	2	0	1	0	0	10	0	6	0	3	1	0	3	0
Peak Hour	37	4	0	4	2	80	3	0	5	1	3	22	0	4	2	14	8	0	5	0
100-115	5	4	0	0	0	17	0	0	1	0	3	4	0	1	1	10	3	1	2	1
115-130	2	2	0	2	0	7	2	2	1	0	1	3	0	1	1	9	1	0	0	1
130-145	2	5	0	1	0	8	0	0	1	0	0	3	0	3	0	4	0	0	2	0
145-200	5	9	0	3	0	13	3	0	0	0	3	5	0	0	0	3	1	0	1	0
200-215	1	4	0	7	1	8	5	0	1	0	2	5	0	6	0	7	0	0	2	0
215-230	1	5	1	7	0	8	2	0	1	0	1	10	1	5	0	9	4	0	6	0
230-245	1	3	1	3	0	1	2	1	0	0	1	2	2	4	0	12	6	0	2	1
245-300	4	13	0	6	0	7	3	0	3	2	1	4	0	5	0	6	0	2	3	0
Peak Hour	7	25	2	23	1	24	12	1	5	2	5	21	3	20	0	34	10	2	13	1
400-415	4	7	1	1	0	12	7	1	1	0	6	6	1	5	0	29	0	0	1	1
415-430	5	12	0	6	0	15	7	1	2	0	3	0	0	5	1	30	1	0	1	0
430-445	6	9	0	4	0	8	6	1	2	0	12	9	0	3	0	48	1	0	0	0
445-500	4	13	0	1	0	9	6	0	5	0	6	3	0	7	0	36	2	0	3	0
500-515	3	7	0	1	0	7	1	0	1	0	11	3	0	9	0	37	2	0	1	0
515-530	3	16	0	4	0	10	1	0	1	0	7	3	0	4	0	31	4	0	0	0
530-545	5	4	2	1	0	9	0	0	1	0	8	4	0	5	0	17	0	0	0	0
545-600	4	9	0	1	0	5	0	0	0	0	8	2	0	5	0	10	3	0	0	0
Peak Hour	19	41	1	12	0	44	26	3	10	0	27	18	1	20	1	143	4	0	5	1
HOUR TOTALS																				
TIME	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINER	OTHER
700-800	38	6	0	4	4	74	2	0	5	1	2	20	0	3	2	11	7	0	3	0
715-815	37	4	0	4	2	80	3	0	5	1	3	22	0	4	2	14	8	0	5	0
730-830	32	2	0	5	1	77	3	0	2	2	5	14	0	2	3	14	8	0	4	0
745-845	23	3	0	6	1	75	3	0	3	2	5	11	0	4	4	18	7	0	5	0
800-900	19	4	0	12	0	64	4	0	3	1	5	21	0	10	3	17	8	0	7	0
100-200	14	20	0	6	0	45	5	2	3	0	7	15	0	5	2	26	5	1	5	2
115-215	10	20	0	13	1	36	10	2	3	0	6	16	0	10	1	23	2	0	5	1
130-230	9	23	1	18	1	37	10	0	3	0	6	23	1	14	0	23	5	0	11	0
145-245	8	21	2	20	1	30	12	1	2	0	7	22	3	15	0	31	11	0	11	1
200-300	7	25	2	23	1	24	12	1	5	2	5	21	3	20	0	34	10	2	13	1
400-500	19	41	1	12	0	44	26	3	10	0	27	18	1	20	1	143	4	0	5	1
415-515	18	41	0	12	0	39	20	2	10	0	32	15	0	24	1	151	6	0	5	0
430-530	16	45	0	10	0	34	14	1	9	0	36	18	0	23	0	152	9	0	4	0
445-545	15	40	2	7	0	35	8	0	8	0	32	13	0	25	0	121	8	0	4	0
500-600	15	36	2	7	0	31	2	0	3	0	34	12	0	23	0	95	9	0	1	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: MAIN DRIVEWAY / FIRST STREET

Tenants
Cal Cartage

15 MIN COUNT	SBRT					SBLT					EBLT					WBRT				
PERIOD	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER
700-715	0	0	0	0	0	0	3	0	0	0	2	3	0	2	0	0	10	0	4	0
715-730	0	1	0	0	0	0	2	1	3	1	10	1	0	4	0	2	8	0	0	1
730-745	0	0	0	0	0	0	4	1	7	0	8	1	0	5	2	5	2	0	0	2
745-800	0	1	0	2	0	0	2	1	0	0	10	3	0	7	0	4	6	0	0	0
800-815	0	1	0	8	0	0	4	0	3	0	2	4	0	9	0	2	6	0	0	0
815-830	0	2	0	3	0	1	2	0	10	0	2	3	0	3	0	3	4	0	0	0
830-845	2	1	0	1	0	2	5	1	14	0	1	3	0	8	1	1	4	0	1	0
845-900	0	0	0	2	0	0	3	0	13	0	1	4	0	6	1	1	3	0	1	1
100-115	0	0	0	5	0	3	2	0	6	1	7	10	0	4	0	3	10	0	0	0
115-130	0	3	0	5	0	2	6	0	12	0	0	19	0	8	0	3	11	0	1	0
130-145	0	1	0	4	0	2	5	0	5	2	3	6	1	9	0	0	6	0	1	0
145-200	0	0	0	1	0	2	2	0	20	0	3	12	0	10	0	2	4	1	0	0
200-215	0	1	1	8	0	7	7	0	11	0	1	21	0	10	0	1	6	0	1	0
215-230	0	3	0	4	0	1	8	0	16	0	0	6	0	13	0	0	10	0	2	0
230-245	1	0	0	5	0	1	6	0	15	0	2	6	2	9	0	0	3	0	0	0
245-300	0	3	0	2	0	2	9	0	22	2	2	16	1	9	0	2	3	1	3	0
400-415	1	0	0	0	0	3	12	0	8	0	4	9	1	6	0	0	1	0	0	0
415-430	1	1	0	0	0	6	16	0	6	0	1	7	3	5	0	0	1	0	0	0
430-445	14	0	0	1	0	19	9	0	3	0	4	6	0	2	0	1	1	0	0	1
445-500	2	2	0	0	1	6	4	0	1	0	2	2	0	7	0	0	4	0	0	0
500-515	1	1	0	1	0	5	7	0	2	0	1	4	0	9	0	1	1	0	1	0
515-530	1	1	0	2	0	3	6	0	2	0	0	3	0	3	0	2	0	0	2	0
530-545	0	0	0	0	0	4	4	1	4	0	0	2	0	0	0	0	2	0	1	0
545-600	0	0	0	0	0	9	3	0	3	0	0	3	0	0	0	2	0	0	0	0
HOUR TOTALS	SBRT					SBLT					EBLT					WBRT				
TIME	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER	CARS	BOBTAILS	CHASSIS	CONT	OTHER
700-800	0	2	0	2	0	0	11	3	10	1	30	8	0	18	2	11	26	0	4	3
715-815	0	3	0	10	0	0	12	3	13	1	30	9	0	25	2	13	22	0	0	3
730-830	0	4	0	13	0	1	12	2	20	0	22	11	0	24	2	14	18	0	0	2
745-845	2	5	0	14	0	3	13	2	27	0	15	13	0	27	1	10	20	0	1	0
800-900	2	4	0	14	0	3	14	1	40	0	6	14	0	26	2	7	17	0	2	1
100-200	0	4	0	15	0	9	15	0	43	3	13	47	1	31	0	8	31	1	2	0
115-215	0	5	1	18	0	13	20	0	48	2	7	58	1	37	0	6	27	1	3	0
130-230	0	5	1	17	0	12	22	0	52	2	7	45	1	42	0	3	26	1	4	0
145-245	1	4	1	18	0	11	23	0	62	0	6	45	2	42	0	3	23	1	3	0
200-300	1	7	1	19	0	11	30	0	64	2	5	49	3	41	0	3	22	1	6	0
400-500	18	3	0	1	1	34	41	0	18	0	11	24	4	20	0	1	7	0	0	1
415-515	18	4	0	2	1	36	36	0	12	0	8	19	3	23	0	2	7	0	1	1
430-530	18	4	0	4	1	33	26	0	8	0	7	15	0	21	0	4	6	0	3	1
445-545	4	4	0	3	1	18	21	1	9	0	3	11	0	19	0	3	7	0	4	0
500-600	2	2	0	3	0	21	20	1	11	0	1	12	0	12	0	5	3	0	4	0

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 PAGE 2

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: EAST ROAD / SECONDARY DRIVEWAY

Tenants
Cal Cartage

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: EAST ROAD / SECONDARY DRIVEWAY

Tenants
Cal Cartage

15 MIN COUNT	NBRT TRUCKS					SBLT TRUCKS					WBLT TRUCKS					WBRT TRUCKS					
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	
700-715	3	0	0	0	0	16	1	0	0	0	0	4	0	0	0	0	9	0	0	0	0
715-730	2	0	0	0	0	14	0	0	0	0	1	6	0	0	0	1	6	0	0	0	0
730-745	8	0	0	0	0	14	3	0	0	0	2	3	0	0	0	0	3	0	0	0	0
745-800	2	0	0	0	0	12	0	0	0	0	0	1	0	0	0	1	6	0	0	0	0
800-815	0	0	0	0	0	6	4	0	0	0	2	1	0	0	0	1	5	0	0	0	0
815-830	3	0	0	0	0	4	2	0	0	0	2	1	0	0	0	2	5	0	0	0	0
830-845	1	0	0	0	0	6	1	0	0	0	3	1	0	0	0	0	4	0	0	0	0
845-900	2	0	0	0	0	4	3	0	0	0	4	2	0	0	0	1	3	0	0	0	0
100-115	1	1	0	0	0	1	1	0	0	0	3	1	0	0	0	0	0	0	0	0	0
115-130	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	2	4	0	0	0	0
130-145	0	0	0	0	0	2	3	0	0	0	2	1	0	0	0	0	3	0	0	0	0
145-200	5	0	0	0	0	2	3	0	0	0	4	1	0	0	0	1	0	0	0	0	0
200-215	3	0	0	0	0	2	7	0	0	0	5	0	0	0	0	1	2	0	0	0	0
215-230	0	0	0	0	0	2	9	2	0	0	3	1	0	0	0	4	4	0	0	0	0
230-245	0	0	0	0	0	3	2	0	0	0	4	0	0	0	0	2	2	0	0	0	0
245-300	3	1	0	0	0	2	3	0	0	0	5	0	0	0	0	2	0	0	0	0	0
400-415	2	1	0	0	0	1	20	0	0	0	17	0	0	0	0	4	0	0	0	0	0
415-430	0	2	0	0	0	5	19	0	0	0	17	0	0	0	0	5	0	0	0	0	0
430-445	1	0	0	0	0	10	9	0	0	0	44	0	0	0	0	18	2	0	0	0	0
445-500	2	1	0	0	0	2	9	0	0	0	16	2	0	0	0	6	1	0	0	0	0
500-515	2	2	0	0	0	5	8	0	0	0	8	0	0	0	0	4	1	0	0	0	0
515-530	1	1	0	0	0	6	4	1	0	0	5	1	0	0	0	3	1	0	0	0	0
530-545	0	0	0	0	0	5	3	0	0	0	10	0	0	0	0	2	0	0	0	0	0
545-600	0	0	0	0	0	3	5	0	0	0	7	0	0	0	0	3	0	0	0	0	0
HOUR TOTALS																					
TIME	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	
700-800	15	0	0	0	0	56	4	0	0	0	3	14	0	0	0	2	24	0	0	0	0
715-815	12	0	0	0	0	46	7	0	0	0	5	11	0	0	0	3	20	0	0	0	0
730-830	13	0	0	0	0	36	9	0	0	0	6	6	0	0	0	4	19	0	0	0	0
745-845	6	0	0	0	0	28	7	0	0	0	7	4	0	0	0	4	20	0	0	0	0
800-900	6	0	0	0	0	20	10	0	0	0	11	5	0	0	0	4	17	0	0	0	0
100-200	6	1	0	0	0	8	8	0	0	0	9	3	0	0	0	3	7	0	0	0	0
115-215	8	0	0	0	0	9	14	0	0	0	11	2	0	0	0	4	9	0	0	0	0
130-230	8	0	0	0	0	8	22	2	0	0	14	3	0	0	0	6	9	0	0	0	0
145-245	8	0	0	0	0	9	21	2	0	0	16	2	0	0	0	8	8	0	0	0	0
200-300	6	1	0	0	0	9	21	2	0	0	17	1	0	0	0	9	8	0	0	0	0
400-500	5	4	0	0	0	18	57	0	0	0	94	2	0	0	0	33	3	0	0	0	0
415-515	5	5	0	0	0	22	45	0	0	0	85	2	0	0	0	33	4	0	0	0	0
430-530	6	4	0	0	0	23	30	1	0	0	73	3	0	0	0	31	5	0	0	0	0
445-545	5	4	0	0	0	18	24	1	0	0	39	3	0	0	0	15	3	0	0	0	0
500-600	3	3	0	0	0	19	20	1	0	0	30	1	0	0	0	12	2	0	0	0	0

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM
 LOCATION: EAST DRIVEWAY / PACIFIC COAST HIGHWAY

Tenants
Cal Cartage
Fast Lane

15 MIN COUNT	SBTH					NBTH				
	TRUCKS					TRUCKS				
PERIOD	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-715	7	4	1	3	0	1	0	0	2	0
715-730	6	4	2	6	1	4	0	1	0	0
730-745	10	2	2	3	1	5	0	0	2	3
745-800	5	1	0	0	1	2	0	1	1	1
800-815	10	3	0	6	0	5	1	0	2	1
815-830	2	4	1	15	2	5	1	1	5	1
830-845	4	5	1	19	1	3	0	0	9	2
845-900	3	4	1	13	4	3	1	0	3	2
100-115	7	3	0	7	2	6	11	0	1	0
115-130	5	6	0	12	0	1	7	0	1	0
130-145	4	6	0	11	4	1	4	0	1	1
145-200	4	3	2	20	2	3	6	1	0	0
200-215	10	7	0	12	2	4	2	1	1	1
215-230	5	4	1	17	2	4	7	0	1	1
230-245	3	5	1	18	1	4	3	0	0	0
245-300	4	4	2	18	3	4	3	1	2	1
400-415	5	4	0	9	2	4	1	1	1	2
415-430	7	2	0	2	2	4	0	0	2	0
430-445	14	0	1	3	0	13	0	0	1	0
445-500	16	1	0	2	1	3	2	0	0	0
500-515	6	1	1	2	0	4	1	1	2	1
515-530	4	1	0	5	1	10	0	0	2	0
530-545	6	1	0	7	1	5	3	0	2	2
545-600	4	0	0	3	1	3	1	0	0	0
HOOR TOTALS										
TIME	TRUCKS					TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-800	28	11	5	12	3	12	0	2	5	4
715-815	31	10	4	15	3	16	1	2	5	5
730-830	27	10	3	24	4	17	2	2	10	6
745-845	21	13	2	40	4	15	2	2	17	5
800-900	19	16	3	53	7	16	3	1	19	6
100-200	20	18	2	50	8	11	28	1	3	1
115-215	23	22	2	55	8	9	19	2	3	2
130-230	23	20	3	60	10	12	19	2	3	3
145-245	22	19	4	67	7	15	18	2	2	2
200-300	22	20	4	65	8	16	15	2	4	3

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
PROJECT: LONG BEACH
DATE: THURSDAY, MAY 4, 2006
PERIOD: 7:00 AM TO 9:00 AM
LOCATION: EAST DRIVEWAY / PACIFIC COAST HIGHWAY

Tenants
Cal Cartage
Fast Lane

400-500	42	7	1	16	5	24	3	1	4	2
415-515	43	4	2	9	3	24	3	1	5	1
430-530	40	3	2	12	2	30	3	1	5	1
445-545	32	4	1	16	3	22	6	1	6	3
500-600	20	3	1	17	3	22	5	1	6	3

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

DRIVEWAY TURNING MOVEMENT COUNT SUMMARY

CLIENT: MEYER MOHADDES AND ASSOCIATES
 PROJECT: LONG BEACH
 DATE: THURSDAY, MAY 4, 2006
 PERIOD: 7:00 AM TO 9:00 AM 1:00 PM TO 3:00 PM 4:00 PM TO 6:00 PM
 LOCATION: PACIFIC COAST HIGHWAY OFF RAMP / FIRST STREET

Tenants
Cal Cartage
Fast Lane

15 MIN COUNT	ON RAMP WBTH					OFF RAMP NBRT				
	TRUCKS					TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-715	0	0	0	0	1	32	3	0	0	4
715-730	0	1	1	0	2	41	2	0	2	5
730-745	0	0	0	2	2	36	2	0	2	6
745-800	1	0	0	2	0	28	3	0	2	6
800-815	4	1	0	10	1	20	6	0	6	5
815-830	0	3	0	8	0	8	4	0	1	5
830-845	3	1	0	11	0	9	6	1	1	15
845-900	3	0	0	4	1	4	5	0	2	10
100-115	5	1	0	4	0	0	0	0	0	0
115-130	1	3	0	5	0	0	0	0	0	0
130-145	0	1	0	4	1	1	0	0	0	0
145-200	2	1	0	1	0	0	1	0	0	0
200-215	0	0	1	7	0	1	0	0	0	0
215-230	6	2	0	5	1	1	0	0	0	0
230-245	4	0	0	3	2	0	1	2	0	0
245-300	2	2	0	1	0	0	0	0	0	0
400-415	10	0	1	2	1	8	21	1	7	2
415-430	8	2	0	1	0	5	11	2	6	1
430-445	44	1	0	2	0	16	9	1	5	1
445-500	13	2	0	0	1	12	8	0	7	2
500-515	7	1	0	1	0	4	7	1	10	0
515-530	11	1	0	1	1	7	3	0	5	0
530-545	6	0	0	0	0	5	4	0	3	1
545-600	7	1	0	0	0	2	4	0	2	2
HOUR TOTALS										
TIME	TRUCKS					TRUCKS				
	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER	CARS	BOBTAILS	CHASSIS	CONTAINERS	OTHER
700-800	1	1	1	4	5	137	10	0	6	21
715-815	5	2	1	14	5	125	13	0	12	22
730-830	5	4	0	22	3	92	15	0	11	22
745-845	8	5	0	31	1	65	19	1	10	31
800-900	10	5	0	33	2	41	21	1	10	35
100-200	8	6	0	14	1	1	1	0	0	0
115-215	3	5	1	17	1	2	1	0	0	0
130-230	8	4	1	17	2	3	1	0	0	0
145-245	12	3	1	16	3	2	2	2	0	0
200-300	12	4	1	16	3	2	1	2	0	0
400-500	75	5	1	5	2	41	49	4	25	6
415-515	72	6	0	4	1	37	35	4	28	4
430-530	75	5	0	4	2	39	27	2	27	3
445-545	37	4	0	2	2	28	22	1	25	3
500-600	31	3	0	2	1	18	18	1	20	3

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: CUSHING AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	3	0	0	0	0	3	2	0	0	0	0	2
615-630	1	0	0	0	0	1	0	0	0	0	0	0
630-645	2	0	0	0	0	2	0	0	0	0	0	0
645-700	3	0	0	0	1	4	0	0	0	0	0	0
700-715	0	0	0	2	0	2	2	0	0	1	0	3
715-730	2	0	0	1	0	3	2	0	0	1	0	3
730-745	2	0	1	1	0	4	0	0	0	2	0	2
745-800	2	0	0	0	0	2	1	0	0	3	0	4
800-815	3	0	0	0	0	3	1	0	1	1	0	3
815-830	0	0	0	0	0	0	4	0	0	0	0	4
830-845	4	2	0	1	1	8	1	2	1	2	1	7
845-900	1	0	1	0	1	3	1	0	0	0	1	2
900-915	7	3	0	2	3	15	3	1	1	1	0	6
915-930	4	3	0	1	0	8	2	1	1	3	1	8
930-945	1	0	0	0	0	1	2	4	0	3	0	9
945-1000	4	1	0	1	0	6	6	0	0	2	0	8
1000-1015	7	1	0	1	1	10	6	2	1	0	1	10
1015-1030	3	0	0	0	0	3	2	1	0	1	1	5
1030-1045	8	1	0	1	0	10	3	1	0	0	0	4
1045-1100	4	0	0	3	0	7	6	0	1	4	0	11
1100-1115	3	0	0	0	0	3	2	1	1	0	0	4
1115-1130	8	0	0	1	0	9	3	2	0	1	0	6
1130-1145	2	1	0	2	0	5	5	0	0	1	0	6
1145-1200	5	2	0	0	0	7	3	0	0	1	1	5
1200-1215	7	4	1	1	0	13	1	0	1	3	0	5
1215-1230	4	3	1	0	0	8	5	5	1	0	0	11
1230-1245	3	1	1	2	0	7	5	2	0	0	0	7
1245-100	4	0	0	1	0	5	1	2	0	2	0	5
100-115	1	0	0	1	0	2	2	1	0	0	0	3
115-130	3	0	0	1	0	4	4	0	0	2	0	6
130-145	2	1	0	1	0	4	2	0	1	0	0	3
145-200	6	3	1	1	0	11	3	1	1	0	0	5
200-215	4	0	0	2	1	7	5	1	1	0	1	8
215-230	4	1	0	3	0	8	7	0	0	3	1	11
230-245	4	1	0	0	0	5	3	4	0	1	0	8
245-300	6	0	0	1	0	7	5	0	0	1	1	7
300-315	4	2	0	2	0	8	3	1	0	0	0	4
315-330	4	0	0	2	0	6	1	2	1	4	0	8
330-345	6	1	1	0	0	8	6	2	0	0	0	8
345-400	3	1	0	1	0	5	1	0	0	0	0	1
400-415	3	0	0	0	0	3	7	0	0	2	0	9
415-430	2	1	0	0	0	3	3	2	0	0	0	5
430-445	3	1	0	0	0	4	1	0	0	0	0	1
445-500	3	1	0	2	0	6	4	2	0	0	0	6
500-515	1	0	0	0	0	1	7	2	0	0	0	9
515-530	3	1	0	0	0	4	1	0	0	0	0	1
530-545	0	0	0	1	0	1	4	0	0	1	0	5
545-600	1	0	0	1	0	2	1	0	0	0	0	1
600-615	0	0	0	0	0	0	2	0	0	1	1	4
615-630	2	1	0	1	0	4	0	0	0	0	0	0
630-645	1	0	0	0	0	1	1	0	0	1	0	2
645-700	4	0	0	0	0	4	3	0	0	1	0	4

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: CUSHING AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	9	0	0	0	1	10	2	0	0	0	0	2
615-715	6	0	0	2	1	9	2	0	0	1	0	3
630-730	7	0	0	3	1	11	4	0	0	2	0	6
645-745	7	0	1	4	1	13	4	0	0	4	0	8
700-800	6	0	1	4	0	11	5	0	0	7	0	12
715-815	9	0	1	2	0	12	4	0	1	7	0	12
730-830	7	0	1	1	0	9	6	0	1	6	0	13
745-845	9	2	0	1	1	13	7	2	2	6	1	18
800-900	8	2	1	1	2	14	7	2	2	3	2	16
815-915	12	5	1	3	5	26	9	3	2	3	2	19
830-930	16	8	1	4	5	34	7	4	3	6	3	23
845-945	13	6	1	3	4	27	8	6	2	7	2	25
900-1000	16	7	0	4	3	30	13	6	2	9	1	31
915-1015	16	5	0	3	1	25	16	7	2	8	2	35
930-1030	15	2	0	2	1	20	16	7	1	6	2	32
945-1045	22	3	0	3	1	29	17	4	1	3	2	27
1000-1100	22	2	0	5	1	30	17	4	2	5	2	30
1015-1115	18	1	0	4	0	23	13	3	2	5	1	24
1030-1130	23	1	0	5	0	29	14	4	2	5	0	25
1045-1145	17	1	0	6	0	24	16	3	2	6	0	27
1100-1200	18	3	0	3	0	24	13	3	1	3	1	21
1115-1215	22	7	1	4	0	34	12	2	1	6	1	22
1130-1230	18	10	2	3	0	33	14	5	2	5	1	27
1145-1245	19	10	3	3	0	35	14	7	2	4	1	28
1200-100	18	8	3	4	0	33	12	9	2	5	0	28
1215-115	12	4	2	4	0	22	13	10	1	2	0	26
1230-130	11	1	1	5	0	18	12	5	0	4	0	21
1245-145	10	1	0	4	0	15	9	3	1	4	0	17
100-200	12	4	1	4	0	21	11	2	2	2	0	17
115-215	15	4	1	5	1	26	14	2	3	2	1	22
130-230	16	5	1	7	1	30	17	2	3	3	2	27
145-245	18	5	1	6	1	31	18	6	2	4	2	32
200-300	18	2	0	6	1	27	20	5	1	5	3	34
215-315	18	4	0	6	0	28	18	5	0	5	2	30
230-330	18	3	0	5	0	26	12	7	1	6	1	27
245-345	20	3	1	5	0	29	15	5	1	5	1	27
300-400	17	4	1	5	0	27	11	5	1	4	0	21
315-415	16	2	1	3	0	22	15	4	1	6	0	26
330-430	14	3	1	1	0	19	17	4	0	2	0	23
345-445	11	3	0	1	0	15	12	2	0	2	0	16
400-500	11	3	0	2	0	16	15	4	0	2	0	21
415-515	9	3	0	2	0	14	15	6	0	0	0	21
430-530	10	3	0	2	0	15	13	4	0	0	0	17
445-545	7	2	0	3	0	12	16	4	0	1	0	21
500-600	5	1	0	2	0	8	13	2	0	1	0	16
515-615	4	1	0	2	0	7	8	0	0	2	1	11
530-630	3	1	0	3	0	7	7	0	0	2	1	10
545-645	4	1	0	2	0	7	4	0	0	2	1	7
600-700	7	1	0	1	0	9	6	0	0	3	1	10

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: SCHLEY AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	0	0	0	0	1	1	0	0	0	0	0	0
615-630	2	1	3	0	0	6	3	0	2	0	0	5
630-645	5	0	0	0	0	5	1	0	0	0	1	2
645-700	4	1	0	0	0	5	1	0	0	1	1	3
700-715	9	2	0	0	0	11	2	0	0	0	0	2
715-730	4	2	0	0	0	6	3	1	0	4	0	8
730-745	5	0	0	0	1	6	2	0	0	1	0	3
745-800	7	3	1	0	1	12	3	0	0	0	0	3
800-815	4	3	0	0	0	7	3	0	0	0	1	4
815-830	11	2	0	0	0	13	3	0	0	2	1	6
830-845	6	2	0	1	1	10	6	0	0	0	2	8
845-900	5	2	0	0	1	8	2	0	0	1	1	4
900-915	5	0	0	0	0	5	8	1	0	2	0	11
915-930	4	1	0	0	0	5	3	0	0	0	1	4
930-945	10	2	0	1	0	13	5	2	0	1	0	8
945-1000	7	4	0	2	1	14	5	1	0	2	1	9
1000-1015	9	1	0	0	2	12	8	2	0	2	2	14
1015-1030	4	1	0	0	0	5	3	0	0	1	1	5
1030-1045	7	0	0	2	0	9	8	0	0	0	0	8
1045-1100	9	1	0	0	2	12	7	0	0	0	1	8
1100-1115	9	3	1	1	2	16	5	1	0	0	1	7
1115-1130	10	1	0	2	1	14	13	2	0	2	1	18
1130-1145	5	4	0	0	1	10	8	0	0	2	2	12
1145-1200	8	0	0	1	1	10	8	2	0	2	0	12
1200-1215	2	1	0	0	0	3	12	4	0	1	2	19
1215-1230	5	0	0	0	0	5	6	0	0	0	1	7
1230-1245	6	0	0	0	1	7	5	1	0	0	0	6
1245-100	19	1	0	0	2	22	7	1	0	0	0	8
100-115	6	0	0	0	0	6	10	2	0	1	3	16
115-130	6	3	0	0	0	9	9	1	0	1	0	11
130-145	5	1	0	0	0	6	6	1	0	0	0	7
145-200	12	1	0	1	2	16	4	1	0	0	0	5
200-215	2	1	0	0	0	3	4	2	0	0	1	7
215-230	8	2	0	0	1	11	7	0	0	0	2	9
230-245	4	2	0	0	0	6	10	1	0	1	2	14
245-300	6	2	0	1	1	10	5	2	0	2	1	10
300-315	6	0	0	0	0	6	6	4	0	3	0	13
315-330	8	0	0	0	0	8	4	1	0	0	0	5
330-345	6	4	0	0	0	10	12	1	0	0	0	13
345-400	3	1	0	0	0	4	5	2	0	0	0	7
400-415	8	1	0	0	2	11	5	4	0	1	0	10
415-430	5	2	0	0	0	7	2	2	0	0	0	4
430-445	4	0	0	0	0	4	18	3	0	0	1	22
445-500	4	0	1	0	1	6	14	1	1	1	0	17
500-515	4	1	0	0	0	5	13	1	0	0	0	14
515-530	10	0	0	1	0	11	6	1	0	3	1	11
530-545	4	1	0	0	0	5	6	0	1	0	1	8
545-600	3	0	0	0	0	3	16	1	1	1	0	19
600-615	1	1	0	0	0	2	7	1	0	0	1	9
615-630	3	0	0	0	0	3	2	0	0	2	0	4
630-645	1	0	0	0	0	1	3	0	0	0	0	3
645-700	0	1	0	0	1	2	1	1	0	0	1	3

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: SCHLEY AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	11	2	3	0	1	17	5	0	2	1	2	10
615-715	20	4	3	0	0	27	7	0	2	1	2	12
630-730	22	5	0	0	0	27	7	1	0	5	2	15
645-745	22	5	0	0	1	28	8	1	0	6	1	16
700-800	25	7	1	0	2	35	10	1	0	5	0	16
715-815	20	8	1	0	2	31	11	1	0	5	1	18
730-830	27	8	1	0	2	38	11	0	0	3	2	16
745-845	28	10	1	1	2	42	15	0	0	2	4	21
800-900	26	9	0	1	2	38	14	0	0	3	5	22
815-915	27	6	0	1	2	36	19	1	0	5	4	29
830-930	20	5	0	1	2	28	19	1	0	3	4	27
845-945	24	5	0	1	1	31	18	3	0	4	2	27
900-1000	26	7	0	3	1	37	21	4	0	5	2	32
915-1015	30	8	0	3	3	44	21	5	0	5	4	35
930-1030	30	8	0	3	3	44	21	5	0	6	4	36
945-1045	27	6	0	4	3	40	24	3	0	5	4	36
1000-1100	29	3	0	2	4	38	26	2	0	3	4	35
1015-1115	29	5	1	3	4	42	23	1	0	1	3	28
1030-1130	35	5	1	5	5	51	33	3	0	2	3	41
1045-1145	33	9	1	3	6	52	33	3	0	4	5	45
1100-1200	32	8	1	4	5	50	34	5	0	6	4	49
1115-1215	25	6	0	3	3	37	41	8	0	7	5	61
1130-1230	20	5	0	1	2	28	34	6	0	5	5	50
1145-1245	21	1	0	1	2	25	31	7	0	3	3	44
1200-100	32	2	0	0	3	37	30	6	0	1	3	40
1215-115	36	1	0	0	3	40	28	4	0	1	4	37
1230-130	37	4	0	0	3	44	31	5	0	2	3	41
1245-145	36	5	0	0	2	43	32	5	0	2	3	42
100-200	29	5	0	1	2	37	29	5	0	2	3	39
115-215	25	6	0	1	2	34	23	5	0	1	1	30
130-230	27	5	0	1	3	36	21	4	0	0	3	28
145-245	26	6	0	1	3	36	25	4	0	1	5	35
200-300	20	7	0	1	2	30	26	5	0	3	6	40
215-315	24	6	0	1	2	33	28	7	0	6	5	46
230-330	24	4	0	1	1	30	25	8	0	6	3	42
245-345	26	6	0	1	1	34	27	8	0	5	1	41
300-400	23	5	0	0	0	28	27	8	0	3	0	38
315-415	25	6	0	0	2	33	26	8	0	1	0	35
330-430	22	8	0	0	2	32	24	9	0	1	0	34
345-445	20	4	0	0	2	26	30	11	0	1	1	43
400-500	21	3	1	0	3	28	39	10	1	2	1	53
415-515	17	3	1	0	1	22	47	7	1	1	1	57
430-530	22	1	1	1	1	26	51	6	1	4	2	64
445-545	22	2	1	1	1	27	39	3	2	4	2	50
500-600	21	2	0	1	0	24	41	3	2	4	2	52
515-615	18	2	0	1	0	21	35	3	2	4	3	47
530-630	11	2	0	0	0	13	31	2	2	3	2	40
545-645	8	1	0	0	0	9	28	2	1	3	1	35
600-700	5	2	0	0	1	8	13	2	0	2	2	19

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: SIGSBEE AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	3	0	0	0	0	3	0	1	0	0	0	1
615-630	5	0	0	0	1	6	0	1	0	0	0	1
630-645	9	0	0	1	0	10	3	1	0	1	0	5
645-700	5	0	0	0	1	6	2	1	0	0	0	3
700-715	6	0	0	0	0	6	2	3	0	0	1	6
715-730	7	0	0	1	0	8	3	1	0	1	1	6
730-745	6	0	0	0	0	6	2	3	0	0	1	6
745-800	4	0	0	0	0	4	1	1	0	0	0	2
800-815	11	0	0	0	0	11	2	0	0	0	0	2
815-830	10	0	0	0	0	10	5	0	0	0	0	5
830-845	9	2	0	0	0	11	4	1	0	1	0	6
845-900	11	0	0	1	0	12	4	1	0	0	0	5
900-915	5	1	0	0	0	6	7	0	0	1	1	9
915-930	3	1	0	1	0	5	6	2	0	1	0	9
930-945	13	1	0	1	0	15	6	3	0	0	0	9
945-1000	6	0	0	0	1	7	6	0	0	0	0	6
1000-1015	16	1	0	2	1	20	6	0	0	0	0	6
1015-1030	12	3	0	3	0	18	7	0	0	3	0	10
1030-1045	7	0	0	0	0	7	10	0	0	5	1	16
1045-1100	8	0	0	1	2	11	10	1	0	1	0	12
1100-1115	9	3	0	0	0	12	4	0	0	0	1	5
1115-1130	4	1	0	0	1	6	11	2	0	1	0	14
1130-1145	11	3	0	1	0	15	13	2	0	1	0	16
1145-1200	12	1	0	0	1	14	8	1	0	0	0	9
1200-1215	5	4	0	1	0	10	15	2	0	1	0	18
1215-1230	10	1	0	0	1	12	9	1	0	1	0	11
1230-1245	10	0	0	2	1	13	9	3	0	1	1	14
1245-100	6	2	0	0	0	8	8	0	0	1	0	9
100-115	9	0	0	0	0	9	14	3	0	0	0	17
115-130	6	0	0	2	0	8	13	1	0	1	0	15
130-145	8	3	0	0	0	11	3	1	0	0	0	4
145-200	8	5	0	0	0	13	5	1	0	0	0	6
200-215	11	4	0	0	0	15	11	1	0	0	1	13
215-230	7	3	0	0	1	11	17	3	0	0	0	20
230-245	7	1	0	0	0	8	10	2	0	0	1	13
245-300	13	2	0	1	1	17	12	1	0	0	2	15
300-315	11	1	0	0	1	13	5	2	0	0	0	7
315-330	6	2	0	2	1	11	10	2	0	0	0	12
330-345	4	1	0	1	0	6	7	1	0	2	1	11
345-400	3	3	0	1	0	7	3	1	0	0	1	5
400-415	8	4	0	2	1	15	8	2	0	1	0	11
415-430	8	2	0	0	2	12	11	3	0	2	0	16
430-445	7	1	0	0	0	8	7	2	0	0	1	10
445-500	4	5	0	0	0	9	6	0	0	0	0	6
500-515	6	0	0	1	1	8	7	1	0	0	0	8
515-530	4	2	0	0	0	6	6	0	0	1	1	8
530-545	8	0	0	0	0	8	8	0	0	0	0	8
545-600	5	1	0	0	0	6	5	2	0	0	0	7
600-615	2	2	0	1	0	5	12	4	0	0	0	16
615-630	4	0	0	0	0	4	8	0	0	1	0	9
630-645	0	1	0	1	0	2	2	1	0	1	0	4
645-700	1	0	0	0	0	1	5	1	0	0	0	6

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: SIGSBEE AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	22	0	0	1	2	25	5	4	0	1	0	10
615-715	25	0	0	1	2	28	7	6	0	1	1	15
630-730	27	0	0	2	1	30	10	6	0	2	2	20
645-745	24	0	0	1	1	26	9	8	0	1	3	21
700-800	23	0	0	1	0	24	8	8	0	1	3	20
715-815	28	0	0	1	0	29	8	5	0	1	2	16
730-830	31	0	0	0	0	31	10	4	0	0	1	15
745-845	34	2	0	0	0	36	12	2	0	1	0	15
800-900	41	2	0	1	0	44	15	2	0	1	0	18
815-915	35	3	0	1	0	39	20	2	0	2	1	25
830-930	28	4	0	2	0	34	21	4	0	3	1	29
845-945	32	3	0	3	0	38	23	6	0	2	1	32
900-1000	27	3	0	2	1	33	25	5	0	2	1	33
915-1015	38	3	0	4	2	47	24	5	0	1	0	30
930-1030	47	5	0	6	2	60	25	3	0	3	0	31
945-1045	41	4	0	5	2	52	29	0	0	8	1	38
1000-1100	43	4	0	6	3	56	33	1	0	9	1	44
1015-1115	36	6	0	4	2	48	31	1	0	9	2	43
1030-1130	28	4	0	1	3	36	35	3	0	7	2	47
1045-1145	32	7	0	2	3	44	38	5	0	3	1	47
1100-1200	36	8	0	1	2	47	36	5	0	2	1	44
1115-1215	32	9	0	2	2	45	47	7	0	3	0	57
1130-1230	38	9	0	2	2	51	45	6	0	3	0	54
1145-1245	37	6	0	3	3	49	41	7	0	3	1	52
1200-100	31	7	0	3	2	43	41	6	0	4	1	52
1215-115	35	3	0	2	2	42	40	7	0	3	1	51
1230-130	31	2	0	4	1	38	44	7	0	3	1	55
1245-145	29	5	0	2	0	36	38	5	0	2	0	45
100-200	31	8	0	2	0	41	35	6	0	1	0	42
115-215	33	12	0	2	0	47	32	4	0	1	1	38
130-230	34	15	0	0	1	50	36	6	0	0	1	43
145-245	33	13	0	0	1	47	43	7	0	0	2	52
200-300	38	10	0	1	2	51	50	7	0	0	4	61
215-315	38	7	0	1	3	49	44	8	0	0	3	55
230-330	37	6	0	3	3	49	37	7	0	0	3	47
245-345	34	6	0	4	3	47	34	6	0	2	3	45
300-400	24	7	0	4	2	37	25	6	0	2	2	35
315-415	21	10	0	6	2	39	28	6	0	3	2	39
330-430	23	10	0	4	3	40	29	7	0	5	2	43
345-445	26	10	0	3	3	42	29	8	0	3	2	42
400-500	27	12	0	2	3	44	32	7	0	3	1	43
415-515	25	8	0	1	3	37	31	6	0	2	1	40
430-530	21	8	0	1	1	31	26	3	0	1	2	32
445-545	22	7	0	1	1	31	27	1	0	1	1	30
500-600	23	3	0	1	1	28	26	3	0	1	1	31
515-615	19	5	0	1	0	25	31	6	0	1	1	39
530-630	19	3	0	1	0	23	33	6	0	1	0	40
545-645	11	4	0	2	0	17	27	7	0	2	0	36
600-700	7	3	0	2	0	12	27	6	0	2	0	35

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: FARRAGUT AVENUE
 ANAHEIM WAY
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	1	0	0	0	0	1	1	0	0	0	0	1
615-630	1	0	0	0	0	1	0	0	0	0	0	0
630-645	1	0	0	0	0	1	1	0	0	0	0	1
645-700	0	0	0	0	0	0	0	0	0	0	0	0
700-715	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0
730-745	0	0	0	0	0	0	0	0	0	0	0	0
745-800	2	0	0	0	0	2	1	0	0	0	0	1
800-815	2	0	0	0	0	2	0	0	0	0	0	0
815-830	1	0	0	0	0	1	0	0	0	0	0	0
830-845	1	0	0	0	0	1	1	0	0	0	0	1
845-900	1	0	0	0	0	1	1	0	0	0	0	1
900-915	4	0	0	0	0	4	2	0	0	0	0	2
915-930	2	0	0	0	0	2	3	0	0	0	0	3
930-945	0	0	0	0	0	0	2	0	0	0	0	2
945-1000	0	0	0	0	0	0	0	0	0	0	0	0
1000-1015	1	0	0	0	0	1	0	0	0	0	0	0
1015-1030	0	0	0	0	1	1	1	0	0	0	1	2
1030-1045	0	0	0	0	0	0	1	0	0	0	0	1
1045-1100	3	0	0	0	0	3	2	0	0	0	0	2
1100-1115	0	0	0	0	0	0	0	0	0	0	0	0
1115-1130	0	0	0	0	0	0	0	0	0	0	0	0
1130-1145	6	0	0	0	0	6	1	0	0	0	0	1
1145-1200	1	0	0	0	0	1	3	0	0	0	1	4
1200-1215	1	0	0	0	1	2	1	0	0	0	0	1
1215-1230	1	0	0	0	0	1	3	0	0	0	0	3
1230-1245	3	0	0	0	0	3	0	0	0	0	0	0
1245-100	2	0	0	0	0	2	4	0	0	0	0	4
100-115	0	0	0	0	0	0	1	0	0	0	0	1
115-130	0	0	0	0	0	0	0	0	0	0	0	0
130-145	4	0	0	0	0	4	2	0	0	0	0	2
145-200	1	0	0	0	0	1	1	0	0	0	0	1
200-215	1	0	0	0	0	1	2	0	0	0	0	2
215-230	0	0	0	0	0	0	0	0	0	0	0	0
230-245	2	0	0	0	0	2	1	0	0	0	0	1
245-300	1	0	0	0	0	1	2	0	0	0	0	2
300-315	1	0	0	0	0	1	1	0	0	0	0	1
315-330	3	0	0	0	0	3	5	0	0	0	0	5
330-345	1	0	0	0	0	1	2	0	0	0	0	2
345-400	2	0	0	0	0	2	1	0	0	0	0	1
400-415	5	0	0	0	1	6	4	0	0	0	0	4
415-430	0	0	0	0	0	0	0	0	0	0	1	1
430-445	0	0	0	0	0	0	1	0	0	0	0	1
445-500	4	0	0	0	0	4	5	0	0	0	0	5
500-515	2	0	0	0	0	2	3	0	0	0	0	3
515-530	0	0	0	0	0	0	3	0	0	0	0	3
530-545	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	0	0	0	0	0	0	0

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: FARRAGUT AVENUE
 ANAHEIM WAY
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	3	0	0	0	0	3	2	0	0	0	0	2
615-715	2	0	0	0	0	2	1	0	0	0	0	1
630-730	1	0	0	0	0	1	1	0	0	0	0	1
645-745	0	0	0	0	0	0	0	0	0	0	0	0
700-800	2	0	0	0	0	2	1	0	0	0	0	1
715-815	4	0	0	0	0	4	1	0	0	0	0	1
730-830	5	0	0	0	0	5	1	0	0	0	0	1
745-845	6	0	0	0	0	6	2	0	0	0	0	2
800-900	5	0	0	0	0	5	2	0	0	0	0	2
815-915	7	0	0	0	0	7	4	0	0	0	0	4
830-930	8	0	0	0	0	8	7	0	0	0	0	7
845-945	7	0	0	0	0	7	8	0	0	0	0	8
900-1000	6	0	0	0	0	6	7	0	0	0	0	7
915-1015	3	0	0	0	0	3	5	0	0	0	0	5
930-1030	1	0	0	0	1	2	3	0	0	0	1	4
945-1045	1	0	0	0	1	2	2	0	0	0	1	3
1000-1100	4	0	0	0	1	5	4	0	0	0	1	5
1015-1115	3	0	0	0	1	4	4	0	0	0	1	5
1030-1130	3	0	0	0	0	3	3	0	0	0	0	3
1045-1145	9	0	0	0	0	9	3	0	0	0	0	3
1100-1200	7	0	0	0	0	7	4	0	0	0	1	5
1115-1215	8	0	0	0	1	9	5	0	0	0	1	6
1130-1230	9	0	0	0	1	10	8	0	0	0	1	9
1145-1245	6	0	0	0	1	7	7	0	0	0	1	8
1200-100	7	0	0	0	1	8	8	0	0	0	0	8
1215-115	6	0	0	0	0	6	8	0	0	0	0	8
1230-130	5	0	0	0	0	5	5	0	0	0	0	5
1245-145	6	0	0	0	0	6	7	0	0	0	0	7
100-200	5	0	0	0	0	5	4	0	0	0	0	4
115-215	6	0	0	0	0	6	5	0	0	0	0	5
130-230	6	0	0	0	0	6	5	0	0	0	0	5
145-245	4	0	0	0	0	4	4	0	0	0	0	4
200-300	4	0	0	0	0	4	5	0	0	0	0	5
215-315	4	0	0	0	0	4	4	0	0	0	0	4
230-330	7	0	0	0	0	7	9	0	0	0	0	9
245-345	6	0	0	0	0	6	10	0	0	0	0	10
300-400	7	0	0	0	0	7	9	0	0	0	0	9
315-415	11	0	0	0	1	12	12	0	0	0	0	12
330-430	8	0	0	0	1	9	7	0	0	0	1	8
345-445	7	0	0	0	1	8	6	0	0	0	1	7
400-500	9	0	0	0	1	10	10	0	0	0	1	11
415-515	6	0	0	0	0	6	9	0	0	0	1	10
430-530	6	0	0	0	0	6	12	0	0	0	0	12
445-545	6	0	0	0	0	6	11	0	0	0	0	11
500-600	2	0	0	0	0	2	6	0	0	0	0	6
515-615	0	0	0	0	0	0	3	0	0	0	0	3
530-630	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0
600-700	0	0	0	0	0	0	0	0	0	0	0	0

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: FARRAGUT AVENUE
 E. OPP STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	3	0	0	0	0	3	1	0	0	0	0	1
615-630	4	0	0	0	0	4	1	0	0	0	0	1
630-645	1	0	0	0	0	1	3	0	0	0	0	3
645-700	2	0	0	0	0	2	4	0	0	0	0	4
700-715	1	0	0	0	0	1	1	0	0	0	0	1
715-730	2	0	0	0	0	2	0	0	0	0	0	0
730-745	0	0	0	0	0	0	3	0	0	0	0	3
745-800	5	0	0	0	0	5	1	0	0	0	0	1
800-815	4	0	0	0	0	4	1	0	0	0	0	1
815-830	1	0	0	0	0	1	2	0	0	0	0	2
830-845	1	0	0	0	0	1	1	0	0	0	0	1
845-900	3	0	0	0	0	3	0	0	0	0	0	0
900-915	2	0	0	0	0	2	1	0	0	0	0	1
915-930	1	0	0	0	0	1	1	0	0	0	0	1
930-945	0	0	0	0	0	0	2	0	0	0	0	2
945-1000	1	0	0	0	0	1	0	0	0	0	0	0
1000-1015	1	0	0	0	0	1	0	0	0	0	0	0
1015-1030	3	0	0	0	0	3	3	0	0	0	0	3
1030-1045	0	0	0	0	0	0	0	0	0	0	0	0
1045-1100	0	0	0	0	0	0	3	0	0	0	0	3
1100-1115	0	0	0	0	0	0	4	0	0	0	0	4
1115-1130	1	0	0	0	0	1	0	0	0	0	0	0
1130-1145	3	0	0	0	0	3	0	0	0	0	0	0
1145-1200	0	0	0	0	0	0	1	0	0	0	0	1
1200-1215	3	0	0	0	0	3	3	0	0	0	0	3
1215-1230	0	0	0	0	0	0	2	0	0	0	0	2
1230-1245	1	0	0	0	0	1	0	0	0	0	0	0
1245-100	0	0	0	0	0	0	2	0	0	0	1	3
100-115	1	0	0	0	0	1	2	0	0	1	0	3
115-130	1	0	0	0	0	1	2	0	0	0	0	2
130-145	0	0	0	0	0	0	1	0	0	0	0	1
145-200	3	0	0	0	0	3	0	0	0	0	0	0
200-215	2	0	0	0	0	2	3	0	0	0	0	3
215-230	0	0	0	0	0	0	1	0	0	0	0	1
230-245	4	0	0	0	0	4	3	0	0	0	0	3
245-300	1	0	0	0	0	1	3	0	0	0	0	3
300-315	0	0	0	0	0	0	4	0	0	0	0	4
315-330	2	0	0	0	0	2	1	0	0	0	0	1
330-345	0	0	0	0	0	0	4	0	0	0	0	4
345-400	0	0	0	0	0	0	1	0	0	0	0	1
400-415	1	0	0	0	1	2	1	0	0	0	0	1
415-430	0	0	0	0	0	0	0	0	0	0	0	0
430-445	1	0	0	0	0	1	1	0	0	0	0	1
445-500	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0
545-600	1	0	0	0	0	1	2	0	0	0	0	2
600-615	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0
645-700	0	0	0	0	0	0	0	0	0	0	0	0

13-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: SCIG - POLA CLASSIFICATION COUNTS
 DATE: THURSDAY JULY 17,2008
 PERIOD: 6:00 AM TO 7:00 PM
 LOCATION: FARRAGUT AVENUE
 E. OPP STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	10	0	0	0	0	10	9	0	0	0	0	9
615-715	8	0	0	0	0	8	9	0	0	0	0	9
630-730	6	0	0	0	0	6	8	0	0	0	0	8
645-745	5	0	0	0	0	5	8	0	0	0	0	8
700-800	8	0	0	0	0	8	5	0	0	0	0	5
715-815	11	0	0	0	0	11	5	0	0	0	0	5
730-830	10	0	0	0	0	10	7	0	0	0	0	7
745-845	11	0	0	0	0	11	5	0	0	0	0	5
800-900	9	0	0	0	0	9	4	0	0	0	0	4
815-915	7	0	0	0	0	7	4	0	0	0	0	4
830-930	7	0	0	0	0	7	3	0	0	0	0	3
845-945	6	0	0	0	0	6	4	0	0	0	0	4
900-1000	4	0	0	0	0	4	4	0	0	0	0	4
915-1015	3	0	0	0	0	3	3	0	0	0	0	3
930-1030	5	0	0	0	0	5	5	0	0	0	0	5
945-1045	5	0	0	0	0	5	3	0	0	0	0	3
1000-1100	4	0	0	0	0	4	6	0	0	0	0	6
1015-1115	3	0	0	0	0	3	10	0	0	0	0	10
1030-1130	1	0	0	0	0	1	7	0	0	0	0	7
1045-1145	4	0	0	0	0	4	7	0	0	0	0	7
1100-1200	4	0	0	0	0	4	5	0	0	0	0	5
1115-1215	7	0	0	0	0	7	4	0	0	0	0	4
1130-1230	6	0	0	0	0	6	6	0	0	0	0	6
1145-1245	4	0	0	0	0	4	6	0	0	0	0	6
1200-100	4	0	0	0	0	4	7	0	0	0	1	8
1215-115	2	0	0	0	0	2	6	0	0	1	1	8
1230-130	3	0	0	0	0	3	6	0	0	1	1	8
1245-145	2	0	0	0	0	2	7	0	0	1	1	9
100-200	5	0	0	0	0	5	5	0	0	1	0	6
115-215	6	0	0	0	0	6	6	0	0	0	0	6
130-230	5	0	0	0	0	5	5	0	0	0	0	5
145-245	9	0	0	0	0	9	7	0	0	0	0	7
200-300	7	0	0	0	0	7	10	0	0	0	0	10
215-315	5	0	0	0	0	5	11	0	0	0	0	11
230-330	7	0	0	0	0	7	11	0	0	0	0	11
245-345	3	0	0	0	0	3	12	0	0	0	0	12
300-400	2	0	0	0	0	2	10	0	0	0	0	10
315-415	3	0	0	0	1	4	7	0	0	0	0	7
330-430	1	0	0	0	1	2	6	0	0	0	0	6
345-445	2	0	0	0	1	3	3	0	0	0	0	3
400-500	2	0	0	0	1	3	2	0	0	0	0	2
415-515	1	0	0	0	0	1	1	0	0	0	0	1
430-530	1	0	0	0	0	1	1	0	0	0	0	1
445-545	0	0	0	0	0	0	0	0	0	0	0	0
500-600	1	0	0	0	0	1	2	0	0	0	0	2
515-615	1	0	0	0	0	1	2	0	0	0	0	2
530-630	1	0	0	0	0	1	2	0	0	0	0	2
545-645	1	0	0	0	0	1	2	0	0	0	0	2
600-700	0	0	0	0	0	0	0	0	0	0	0	0

12-HR AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: SAMPSON AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	0	0	0	0	1	1	0	0	0	0	0	0
615-630	3	0	0	0	0	3	0	0	0	0	0	0
630-645	1	0	0	0	0	1	0	0	0	0	1	1
645-700	3	0	0	0	0	3	0	0	0	0	0	0
700-715	2	0	0	0	0	2	2	0	0	0	0	2
715-730	1	0	0	0	0	1	1	0	0	0	0	1
730-745	0	0	0	0	0	0	1	0	0	0	1	2
745-800	1	1	0	0	0	2	0	0	0	0	0	0
800-815	3	0	0	0	0	3	1	1	0	1	0	3
815-830	3	0	0	0	0	3	0	0	0	0	0	0
830-845	1	2	0	0	0	3	1	0	0	0	0	1
845-900	5	1	0	0	0	6	3	2	0	0	0	5
900-915	1	0	0	0	1	2	1	0	0	0	0	1
915-930	0	1	0	0	0	1	0	0	0	0	0	0
930-945	1	0	0	0	0	1	1	1	0	0	0	2
945-1000	1	0	0	0	0	1	0	0	0	1	0	1
1000-1015	1	0	0	0	0	1	5	1	0	0	0	6
1015-1030	3	0	0	0	0	3	0	0	0	0	0	0
1030-1045	4	0	0	0	0	4	0	0	0	0	0	0
1045-1100	4	2	0	2	0	8	5	0	0	1	0	6
1100-1115	1	1	0	0	1	3	1	0	0	2	0	3
1115-1130	5	1	0	0	1	7	3	0	0	0	0	3
1130-1145	5	1	0	0	0	6	7	0	0	0	0	7
1145-1200	2	1	1	1	0	5	5	2	0	0	0	7
1200-1215	1	0	0	0	2	3	0	1	0	0	0	1
1215-1230	0	0	0	0	0	0	2	0	0	0	0	2
1230-1245	2	0	0	0	0	2	1	0	0	0	0	1
1245-100	2	0	0	0	0	2	2	0	0	0	0	2
100-115	4	1	0	0	0	5	2	0	0	0	3	5
115-130	0	0	0	0	0	0	2	0	0	0	0	2
130-145	3	2	0	0	0	5	2	4	0	0	0	6
145-200	2	0	0	0	1	3	2	1	0	1	0	4
200-215	1	0	0	0	0	1	4	1	0	0	0	5
215-230	2	0	0	0	0	2	2	0	0	0	0	2
230-245	6	0	0	0	0	6	4	0	0	0	1	5
245-300	2	1	0	0	0	3	3	2	0	0	0	5
300-315	4	0	0	0	0	4	2	1	0	0	0	3
315-330	1	0	0	0	0	1	3	4	0	0	0	7
330-345	3	1	0	0	0	4	3	0	0	0	1	4
345-400	0	1	0	0	0	1	1	0	0	1	1	3
400-415	0	0	0	0	0	0	2	0	0	0	0	2
415-430	1	0	0	0	0	1	3	0	0	1	0	4
430-445	3	0	0	1	0	4	3	0	0	0	0	3
445-500	2	0	0	0	0	2	3	1	0	1	0	5
500-515	2	0	0	0	1	3	1	0	0	0	0	1
515-530	0	1	0	1	1	3	1	0	0	0	0	1
530-545	0	1	0	0	0	1	1	2	0	0	0	3
545-600	1	0	0	0	0	1	2	3	0	0	0	3

12-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: SAMPSON AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	7	0	0	0	1	8	0	0	0	0	1	1
615-715	9	0	0	0	0	9	2	0	0	0	1	3
630-730	7	0	0	0	0	7	3	0	0	0	1	4
645-745	6	0	0	0	0	6	4	0	0	0	1	5
700-800	4	1	0	0	0	5	4	0	0	0	1	5
715-815	5	1	0	0	0	6	3	1	0	1	1	6
730-830	7	1	0	0	0	8	2	1	0	1	1	5
745-845	8	3	0	0	0	11	2	1	0	1	0	4
800-900	12	3	0	0	0	15	5	3	0	1	0	9
815-915	10	3	0	0	1	14	5	2	0	0	0	7
830-930	7	4	0	0	1	12	5	2	0	0	0	7
845-945	7	2	0	0	1	10	5	3	0	0	0	8
900-1000	3	1	0	0	1	5	2	1	0	1	0	4
915-1015	3	1	0	0	0	4	6	2	0	1	0	9
930-1030	6	0	0	0	0	6	6	2	0	1	0	9
945-1045	9	0	0	0	0	9	5	1	0	1	0	7
1000-1100	12	2	0	2	0	16	10	1	0	1	0	12
1015-1115	12	3	0	2	1	18	6	0	0	3	0	9
1030-1130	14	4	0	2	2	22	9	0	0	3	0	12
1045-1145	15	5	0	2	2	24	16	0	0	3	0	19
1100-1200	13	4	1	1	2	21	16	2	0	2	0	20
1115-1215	13	3	1	1	3	21	15	3	0	0	0	18
1130-1230	8	2	1	1	2	14	14	3	0	0	0	17
1145-1245	5	1	1	1	2	10	8	3	0	0	0	11
1200-100	5	0	0	0	2	7	5	1	0	0	0	6
1215-115	8	1	0	0	0	9	7	0	0	0	3	10
1230-130	8	1	0	0	0	9	7	0	0	0	3	10
1245-145	9	3	0	0	0	12	8	4	0	0	3	15
100-200	9	3	0	0	1	13	8	5	0	1	3	17
115-215	6	2	0	0	1	9	10	6	0	1	0	17
130-230	8	2	0	0	1	11	10	6	0	1	0	17
145-245	11	0	0	0	1	12	12	2	0	1	1	16
200-300	11	1	0	0	0	12	13	3	0	0	1	17
215-315	14	1	0	0	0	15	11	3	0	0	1	15
230-330	13	1	0	0	0	14	12	7	0	0	1	20
245-345	10	2	0	0	0	12	11	7	0	0	1	19
300-400	8	2	0	0	0	10	9	5	0	1	2	17
315-415	4	2	0	0	0	6	9	4	0	1	2	16
330-430	4	2	0	0	0	6	9	0	0	2	2	13
345-445	4	1	0	1	0	6	9	0	0	2	1	12
400-500	6	0	0	1	0	7	11	1	0	2	0	14
415-515	8	0	0	1	1	10	10	1	0	2	0	13
430-530	7	1	0	2	2	12	8	1	0	1	0	10
445-545	4	2	0	1	2	9	6	3	0	1	0	10
500-600	3	2	0	1	2	8	5	5	0	0	0	10

12-HR AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: MAC DONOUGH AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	0	0	0	0	0	0	0	0	0	0	0	0
615-630	1	0	0	0	0	1	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0
645-700	1	0	0	0	0	1	1	0	0	0	0	1
700-715	0	0	0	0	0	0	0	0	0	0	0	0
715-730	0	0	0	0	0	0	0	0	0	0	0	0
730-745	2	0	0	0	0	2	1	0	0	0	0	1
745-800	6	0	0	0	0	6	3	0	0	0	0	3
800-815	2	0	0	0	0	2	0	0	0	0	0	0
815-830	1	0	0	0	0	1	0	0	0	0	0	0
830-845	6	0	0	0	0	6	1	0	0	0	0	1
845-900	4	0	0	0	1	5	2	0	0	0	1	3
900-915	4	0	0	0	0	4	1	0	0	0	1	2
915-930	6	0	0	0	0	6	1	0	0	1	0	2
930-945	5	1	0	0	0	6	2	0	0	0	0	2
945-1000	5	0	0	0	0	5	1	0	0	0	0	1
1000-1015	2	1	0	0	0	3	3	0	0	0	1	4
1015-1030	6	0	0	0	0	6	3	1	0	0	0	4
1030-1045	2	0	0	0	1	3	1	0	0	0	0	1
1045-1100	10	0	0	1	0	11	3	0	0	0	0	3
1100-1115	5	0	0	0	0	5	9	0	0	1	0	10
1115-1130	1	0	0	0	0	1	5	0	0	1	2	8
1130-1145	4	0	0	0	0	4	4	0	0	0	1	5
1145-1200	8	1	0	1	0	10	8	0	0	1	4	13
1200-1215	2	0	0	0	1	3	3	0	0	0	0	3
1215-1230	5	0	0	0	1	6	3	0	0	0	0	3
1230-1245	6	0	0	0	2	8	2	0	0	1	0	3
1245-100	4	0	0	0	0	4	1	0	0	0	0	1
100-115	3	0	0	0	0	3	6	0	0	0	0	6
115-130	3	0	0	0	0	3	3	0	0	0	0	3
130-145	5	0	0	0	0	5	4	0	0	0	0	4
145-200	12	0	0	0	0	12	4	0	0	0	0	4
200-215	6	0	0	0	0	6	4	0	1	0	2	7
215-230	3	0	0	1	0	4	2	0	0	0	0	2
230-245	2	0	0	0	0	2	5	0	0	0	0	5
245-300	8	0	0	0	0	8	9	0	0	1	0	10
300-315	3	0	0	0	1	4	3	0	0	0	1	4
315-330	7	0	0	0	0	7	1	0	0	0	0	1
330-345	5	0	0	0	0	5	5	0	0	0	0	5
345-400	4	0	0	0	0	4	8	0	0	0	0	8
400-415	6	0	0	0	0	6	4	0	0	0	1	5
415-430	1	0	0	0	1	2	3	0	0	0	1	4
430-445	4	0	0	0	0	4	5	0	0	0	1	6
445-500	7	1	0	0	0	8	1	0	0	0	0	1
500-515	8	1	0	0	0	9	6	0	0	1	0	7
515-530	11	1	0	0	0	12	9	0	0	0	0	9
530-545	4	0	0	0	0	4	4	0	0	0	0	4
545-600	6	0	0	0	0	6	3	0	0	0	0	3

12-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: MAC DONOUGH AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	2	0	0	0	0	2	1	0	0	0	0	1
615-715	2	0	0	0	0	2	1	0	0	0	0	1
630-730	1	0	0	0	0	1	1	0	0	0	0	1
645-745	3	0	0	0	0	3	2	0	0	0	0	2
700-800	8	0	0	0	0	8	4	0	0	0	0	4
715-815	10	0	0	0	0	10	4	0	0	0	0	4
730-830	11	0	0	0	0	11	4	0	0	0	0	4
745-845	15	0	0	0	0	15	4	0	0	0	0	4
800-900	13	0	0	0	1	14	3	0	0	0	1	4
815-915	15	0	0	0	1	16	4	0	0	0	2	6
830-930	20	0	0	0	1	21	5	0	0	1	2	8
845-945	19	1	0	0	1	21	6	0	0	1	2	9
900-1000	20	1	0	0	0	21	5	0	0	1	1	7
915-1015	18	2	0	0	0	20	7	0	0	1	1	9
930-1030	18	2	0	0	0	20	9	1	0	0	1	11
945-1045	15	1	0	0	1	17	8	1	0	0	1	10
1000-1100	20	1	0	1	1	23	10	1	0	0	1	12
1015-1115	23	0	0	1	1	25	16	1	0	1	0	18
1030-1130	18	0	0	1	1	20	18	0	0	2	2	22
1045-1145	20	0	0	1	0	21	21	0	0	2	3	26
1100-1200	18	1	0	1	0	20	26	0	0	3	7	36
1115-1215	15	1	0	1	1	18	20	0	0	2	7	29
1130-1230	19	1	0	1	2	23	18	0	0	1	5	24
1145-1245	21	1	0	1	4	27	16	0	0	2	4	22
1200-100	17	0	0	0	4	21	9	0	0	1	0	10
1215-115	18	0	0	0	3	21	12	0	0	1	0	13
1230-130	16	0	0	0	2	18	12	0	0	1	0	13
1245-145	15	0	0	0	0	15	14	0	0	0	0	14
100-200	23	0	0	0	0	23	17	0	0	0	0	17
115-215	26	0	0	0	0	26	15	0	1	0	2	18
130-230	26	0	0	1	0	27	14	0	1	0	2	17
145-245	23	0	0	1	0	24	15	0	1	0	2	18
200-300	19	0	0	1	0	20	20	0	1	1	2	24
215-315	16	0	0	1	1	18	19	0	0	1	1	21
230-330	20	0	0	0	1	21	18	0	0	1	1	20
245-345	23	0	0	0	1	24	18	0	0	1	1	20
300-400	19	0	0	0	1	20	17	0	0	0	1	18
315-415	22	0	0	0	0	22	18	0	0	0	1	19
330-430	16	0	0	0	1	17	20	0	0	0	2	22
345-445	15	0	0	0	1	16	20	0	0	0	3	23
400-500	18	1	0	0	1	20	13	0	0	0	3	16
415-515	20	2	0	0	1	23	15	0	0	1	2	18
430-530	30	3	0	0	0	33	21	0	0	1	1	23
445-545	30	3	0	0	0	33	20	0	0	1	0	21
500-600	29	2	0	0	0	31	22	0	0	1	0	23

12-HR AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: FOOTE AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

15 MIN COUNTS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-615	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0
630-645	0	0	0	0	0	0	0	0	0	0	0	0
645-700	1	0	0	0	0	1	1	0	0	0	0	1
700-715	3	0	0	0	0	3	0	0	0	0	0	0
715-730	3	0	0	0	0	3	1	0	0	0	0	1
730-745	3	0	0	0	0	3	1	0	0	0	0	1
745-800	4	0	0	0	0	4	0	0	0	0	0	0
800-815	3	0	0	0	0	3	2	0	0	0	0	2
815-830	2	0	0	0	0	2	2	0	0	0	0	2
830-845	6	1	0	0	0	7	3	0	0	0	0	3
845-900	2	0	0	0	0	2	2	0	0	1	0	3
900-915	2	0	0	0	0	2	2	0	0	0	0	2
915-930	3	1	0	0	0	4	2	0	0	0	0	2
930-945	2	0	0	0	0	2	1	0	0	0	0	1
945-1000	2	0	0	0	0	2	3	0	0	0	0	3
1000-1015	7	0	0	0	0	7	5	0	0	0	1	6
1015-1030	6	0	0	0	0	6	1	0	0	0	0	1
1030-1045	1	0	0	0	0	1	1	0	0	0	0	1
1045-1100	2	1	0	0	0	3	4	1	0	1	0	6
1100-1115	1	0	0	0	0	1	2	0	0	0	0	2
1115-1130	4	0	0	0	0	4	3	0	0	0	0	3
1130-1145	1	0	0	0	0	1	2	0	0	0	0	2
1145-1200	4	0	0	0	0	4	5	0	0	0	0	5
1200-1215	3	0	0	0	3	6	4	0	0	0	0	4
1215-1230	2	0	0	0	0	2	1	0	0	0	0	1
1230-1245	3	0	0	0	0	3	4	0	0	0	0	4
1245-100	8	0	0	0	0	8	3	0	0	0	1	4
100-115	1	0	0	0	0	1	1	0	0	0	0	1
115-130	3	0	0	0	0	3	1	0	0	0	0	1
130-145	5	0	0	0	0	5	0	0	0	0	0	0
145-200	3	0	0	0	1	4	1	0	0	0	0	1
200-215	5	0	0	0	0	5	6	0	0	0	0	6
215-230	7	1	0	0	0	8	3	0	0	0	0	3
230-245	2	0	0	0	0	2	1	0	0	0	0	1
245-300	5	1	0	0	0	6	2	0	0	0	0	2
300-315	7	0	0	0	0	7	8	1	0	0	0	9
315-330	3	1	0	0	0	4	3	0	0	0	0	3
330-345	4	1	0	0	0	5	5	1	0	0	0	6
345-400	3	1	0	0	0	4	4	0	0	0	1	5
400-415	3	1	0	0	0	4	5	0	0	0	0	5
415-430	1	0	0	0	1	2	2	0	0	0	0	2
430-445	6	0	0	0	0	6	5	0	0	0	0	5
445-500	2	0	0	0	0	2	6	0	0	0	0	6
500-515	2	0	0	0	0	2	5	1	0	0	0	6
515-530	2	0	0	0	0	2	4	0	0	0	0	4
530-545	3	0	0	0	0	3	3	1	0	0	1	5
545-600	1	0	0	0	0	1	1	0	0	0	0	3

12-HR DRIVEWAY AXLE CLASSIFICATION COUNT SUMMARY

CLIENT: ITERIS
 PROJECT: POLA CLASSIFICATION TRAFFIC COUNTS
 DATE: TUESDAY AUGUST 12, 2008
 PERIOD: 6:00 AM TO 6:00 PM
 LOCATION: FOOTE AVENUE
 ANAHEIM STREET
 CITY: LONG BEACH

HOUR TOTALS	IN'S						OUT'S					
	AUTOS	TRUCKS				TOTAL	AUTOS	TRUCKS				TOTAL
		BOBTAIL	CHASSIS	CONTAINER	OTHER			BOBTAIL	CHASSIS	CONTAINER	OTHER	
600-700	1	0	0	0	0	1	1	0	0	0	0	1
615-715	4	0	0	0	0	4	1	0	0	0	0	1
630-730	7	0	0	0	0	7	2	0	0	0	0	2
645-745	10	0	0	0	0	10	3	0	0	0	0	3
700-800	13	0	0	0	0	13	2	0	0	0	0	2
715-815	13	0	0	0	0	13	4	0	0	0	0	4
730-830	12	0	0	0	0	12	5	0	0	0	0	5
745-845	15	1	0	0	0	16	7	0	0	0	0	7
800-900	13	1	0	0	0	14	9	0	0	1	0	10
815-915	12	1	0	0	0	13	9	0	0	1	0	10
830-930	13	2	0	0	0	15	9	0	0	1	0	10
845-945	9	1	0	0	0	10	7	0	0	1	0	8
900-1000	9	1	0	0	0	10	8	0	0	0	0	8
915-1015	14	1	0	0	0	15	11	0	0	0	1	12
930-1030	17	0	0	0	0	17	10	0	0	0	1	11
945-1045	16	0	0	0	0	16	10	0	0	0	1	11
1000-1100	16	1	0	0	0	17	11	1	0	1	1	14
1015-1115	10	1	0	0	0	11	8	1	0	1	0	10
1030-1130	8	1	0	0	0	9	10	1	0	1	0	12
1045-1145	8	1	0	0	0	9	11	1	0	1	0	13
1100-1200	10	0	0	0	0	10	12	0	0	0	0	12
1115-1215	12	0	0	0	3	15	14	0	0	0	0	14
1130-1230	10	0	0	0	3	13	12	0	0	0	0	12
1145-1245	12	0	0	0	3	15	14	0	0	0	0	14
1200-100	16	0	0	0	3	19	12	0	0	0	1	13
1215-115	14	0	0	0	0	14	9	0	0	0	1	10
1230-130	15	0	0	0	0	15	9	0	0	0	1	10
1245-145	17	0	0	0	0	17	5	0	0	0	1	6
100-200	12	0	0	0	1	13	3	0	0	0	0	3
115-215	16	0	0	0	1	17	8	0	0	0	0	8
130-230	20	1	0	0	1	22	10	0	0	0	0	10
145-245	17	1	0	0	1	19	11	0	0	0	0	11
200-300	19	2	0	0	0	21	12	0	0	0	0	12
215-315	21	2	0	0	0	23	14	1	0	0	0	15
230-330	17	2	0	0	0	19	14	1	0	0	0	15
245-345	19	3	0	0	0	22	18	2	0	0	0	20
300-400	17	3	0	0	0	20	20	2	0	0	1	23
315-415	13	4	0	0	0	17	17	1	0	0	1	19
330-430	11	3	0	0	1	15	16	1	0	0	1	18
345-445	13	2	0	0	1	16	16	0	0	0	1	17
400-500	12	1	0	0	1	14	18	0	0	0	0	18
415-515	11	0	0	0	1	12	18	1	0	0	0	19
430-530	12	0	0	0	0	12	20	1	0	0	0	21
445-545	9	0	0	0	0	9	18	2	0	0	1	21
500-600	8	0	0	0	0	8	13	2	0	0	1	16



February 20, 2009

MEMORANDUM

TO: Kerry Cartwright and Lisa Ochsner, Port of Los Angeles
FROM: Sean Daly, Iteris, Inc.
CC: Lit Chan and Amnon Bar-Ilan, Environ; Susan Nakamura, SCAQMD
DATE: February 20, 2009
SUBJECT: Off-Dock Intermodal Facility Trip Generation and ICTF Driveway Counts
J/P NUMBER: J08-2116 and J08-2128

In order to determine the appropriate trip generation for the traffic studies associated with the environmental documentation for the proposed Southern California International Gateway (SCIG) and the Intermodal Container Transfer Facility Expansion (ICTF Expansion), empirical driveway counts were taken at the Union Pacific Railroad's (UPRR) ICTF facility in January and February 2009. While intermodal lifts can be easily correlated to loaded container truck trips (one loaded container trip can be assumed to equal one intermodal lift), the relationship between total truck trips including chassis and bobtail generation and intermodal facilities is not as clear.

This memorandum recommends the adjustment of two assumptions of the Quicktrip model as it pertains to off-dock rail: double cycle percentage (affecting bobtail generation) and chassis reuse percentage (affecting chassis generation). For the environmental analysis of the proposed SCIG facility and proposed ICTF Expansion project, we recommend:

- Using a 100 percent chassis reuse percentage for off-dock intermodal imports and exports
- Following POLA/JPA direction regarding double cycle percentage for off-dock intermodal imports and exports

Given the proposed intermodal facilities will operate differently than ICTF currently operates, the existing double cycle percentage at the ICTF facility does not directly relate to the estimated future double cycle percentage at the proposed facilities. Therefore it is recommended that each intermodal facility operation plan should be consulted to determine the appropriate double cycle percentage for use in the traffic studies associated with the environmental documentation of the proposed SCIG and proposed ICTF Expansion projects.

In order to proceed with the traffic studies associated to the environmental documentation of the two intermodal facilities, Iteris requests a review of these finding by POLA staff and guidance regarding specific assumptions for use in the Port Area travel demand model.

Support Data

The following section presents the supporting data used for the memo.

Table 1 shows the results of two recent ICTF driveway counts and compares the trucks per lift derived from those empirical counts to the assumptions recently provided by the railroads for the proposed SCIG and ICTF Expansion projects, as well as the Port's 2035 Quicktrip model assumptions.

Table 1: Intermodal Facility Trip Generation Assumptions

#	Name	Source	Daily Truck Trips	Daily Lifts	% Import	Trucks per Lift
1a	ICTF Count (6AM-7PM)	January 2009 Count	3,342	1,763	61.3%	1.90
1b	ICTF Data (24-hour)	February 2009 Count	4,770	2,340	42.1%	2.01
2a	SCIG Data	BNSF Data/Assumptions	2,571	2,132	46.6%	1.21
2b	SCIG Data Adjusted	Adjusted BNSF Data (61% Imports)	2,815	2,132	61.0%	1.32
3	ICTF Expansion Data	UPRR Data/Assumptions	6,214	4,110	61.0%	1.51
4	Quicktrip Model (2035)	YML 2035 Assumptions	3,895	1,365	60.2%	2.85

The range of truck trips generated per intermodal lift is from 2.85 trucks//lift (Quicktrip) to 1.21 trucks/lift (SCIG assumptions). The data indicate there are a few factors that are key to the number of truck generated by each intermodal lift:

- Balance of trade (the percentage of imports vs. exports)
- Chassis reuse
- Double cycle trucks (single cycle trucks produce bobtail trips)

The percentage of imports vs. exports affects the number of chassis generated by the facility to account of the imbalance of trade. The only data set that was an outlier in the balance of trade was the SCIG assumptions provided by BNSF, which show a closer balance of trade and therefore fewer chassis are generated under those assumptions. This data was adjusted for 61 percent imports (keeping total container trips/lifts constant) to avoid skewing in the overall truck trip generation. This adjusted data is shown in **Table 1**.

The key remaining factors involved in the generation of bobtails and chassis from intermodal facilities are 1) double cycle percentage (affecting bobtail generation) and 2) chassis reuse. Four Quicktrip test scenarios were run using various double cycle and chassis reuse values to replicate similar trucks per lift values as are shown in **Table 1**. The four scenarios are:

1. ICTF Counts (35 to 40 percent double cycle, 100 percent chassis reuse)
2. BNSF assumptions for SCIG (90 percent double cycle, 100 percent chassis reuse)
3. UPRR assumptions for ICTF Expansion (75 percent double cycle, 100 percent chassis reuse)
4. 2035 Quicktrip Model (45 percent double cycle, 20 percent chassis reuse)



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Table 2: Quick Trip Model Scenarios for YML Terminal

#	Name	Double Cycle	Chassis Reuse	Trucks per Lift
1a	ICTF Count (6AM-7PM)	40%	100%	1.93
1b	ICTF Count (24-hour)	35%	100%	2.01
2	BNSF Assumptions	90%	100%	1.33
3	UPRR Assumptions	75%	100%	1.51
4	Quicktrip Model	45%	20%	2.85

Two conclusions can be drawn from **Table 2**:

1. The empirical data shows very high chassis reuse at the ICTF facility, indicating that the Quicktrip model is overestimating chassis trips associated with intermodal facilities.
2. Double cycle percentage (bobtail production) has a high degree of variability among the counts and assumptions.

The empirical data from the January 2009 and February 2009 counts at ICTF indicate that Quicktrip is overestimating chassis trips associated with intermodal facilities, which supports the higher chassis reuse shown in the BNSF and UPRR estimates for their intermodal facility projects (see **Table 3**). It is recommended that the Quicktrip model input assumptions for off-dock rail be modified to 100 percent chassis reuse at the proposed intermodal facilities.

Given the proposed intermodal facilities will operate differently than ICTF currently operates, the existing double cycle percentage at the ICTF facility does not directly relate to the estimated future double cycle percentage at the proposed facilities. It is recommended that each intermodal facility operation plan should be consulted to determine the appropriate double cycle percentage for use in the traffic studies associated with the environmental documentation of the proposed SCIG and proposed ICTF Expansion projects.

Each set of data used in this memo is explained below:

January 2009 ICTF Counts

Vehicles entering and exiting the three ICTF driveways were counted on January 26, 2009 from 6AM to 7PM, which represents 89 percent of the ICTF daily throughput (according to the ICTF Expansion Application for Development Project Approval document). Trips were classified as international containers, domestic containers, chassis, bobtails, and autos/other. Domestic containers and autos/other were removed for the calculation of truck trips per intermodal lift. Chassis accounted for less than the difference of the in-gate and out-gate trips during the count period.

Table 3: January 2009 ICTF Count Data

	Lifts	In-Gate Load	Out-Gate Load	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	1763	1,081	682	306	1,273	3342
One Lift	1	0.613	0.387	0.174	0.722	1.896



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February 2009 ICTF Counts

In order to account for the 24-hour operations at the ICTF facility, a second, 24-hour count was taken on February 17, 2009. Trips were classified as loaded containers, chassis, bobtails, and autos/other. Since domestic containers accounted for approximately one percent of all containers in the January 2009 count, there was no distinguishing between domestic and international containers for the 24-hour count. Autos/other were removed for the calculation of truck trips per intermodal lift. In-gate chassis balanced out the in-gate containers and the out-gate containers as would be expected.

Table 4: January 2009 ICTF Count Data

	Lifts	In-Gate Load	Out-Gate Load	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	2340	984	1,356	436	1,932	4,708
One Lift	1	0.421	0.579	0.186	0.826	2.012

BNSF Assumptions

BNSF data supplied for the trip generation of the SCIG site was derived from the total 2035 buildout) lifts relating to SCIG in-gate, out-gate, chassis and bobtail assumptions as follows:

- Chassis are the balance of the In-gate and Out-gate loaded trips
- Bobtails represent 10% of daily loaded trips

These numbers are exclusive of employee trips and vendor trips.

Table 5: BNSF Data for SCIG Project

	Lifts	In-Gate Load (Depart Port)	Out-Gate Load (Arrive Port)	Chassis (Depart Port)	Bobtails (In and Out)	Total
Daily	2132	994	1139	225	213	2571
One Lift	1	0.466	0.534	0.106	0.100	1.205

Table 6: BNSF Data for SCIG Project Adjusted for 61 percent Imports

	Lifts	In-Gate Load (Depart Port)	Out-Gate Load (Arrive Port)	Chassis (Depart Port)	Bobtails (In and Out)	Total
Daily	2132	1301	832	469	213	2815
One Lift	1	0.610	0.390	0.220	0.100	1.320



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ICTF Expansion Assumptions

Annual lift and truck trip generation assumptions for the ICTF Expansion were provided by UPRR.

Table 7: UPRR Data for ICTF Expansion Project

	Annual	Daily
Lifts	1,500,000	4110
Truck Trips	2,268,000	6214
Truck Trips Per Lift	1.512	1.512

2035 Quicktrip Model

The POLA terminal at Berths 100-131 was chosen for this analysis due to the projected high off-dock intermodal usage in the future (15.2% of total TEUs). The assumptions in the model include 45 percent double cycle (related to bobtail generation) and 20 percent chassis reuse.

Table 8: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML)

	In-Gate Load (Depart Port)	Out-Gate Load ¹ (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	1148	1382	3895
One Lift	0.602	0.398	0.841	1.013	2.854

¹ Plus Empties

2035 Quicktrip Model with Other Assumptions

Table 9 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the January 2009 ICTF counts. The factors are Double Cycle 40 percent, Chassis Reuse 100 percent. Chassis reuse was set at 100 percent because the difference between the in-gate load and the out-gate loads were higher than the number of chassis into and out of the ICTF facility during the count period.

Table 9: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) Adjusted for January 2009 ICTF Counts

	In-Gate Load (Depart Port)	Out-Gate Load ¹ (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	987	2632
One Lift	0.602	0.398	0.205	0.723	1.928

¹ Plus Empties



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Table 10 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the February 2009 ICTF counts (24-hour counts). The factors are Double Cycle 35 percent, Chassis Reuse 100 percent.

Table 10: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) Adjusted for February 2009 ICTF Counts

	In-Gate Load (Depart Port)	Out-Gate Load ¹ (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	1104	2750
One Lift	0.398	0.398	0.205	0.809	2.014

¹ Plus Empties

Table 11 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the proposed SCIG project assumptions. The factors are Double Cycle 90 percent, Chassis Reuse 100 percent.

Table 11: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) With SCIG Assumptions

	In-Gate Load (Depart Port)	Out-Gate Load ¹ (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	164	1809
One Lift	0.602	0.398	0.205	0.121	1.325

¹ Plus Empties

Table 12 shows the 2035 Quicktrip Model data for Berths 100-131 (YML) adjusted to the double cycle and chassis reuse shown in the proposed ICTF Expansion project assumptions. The factors are Double Cycle 75 percent, Chassis Reuse 100 percent.

Table 12: 2035 Quicktrip Model Off-Dock Intermodal Estimates for Berths 100-131 (YML) With ICTF Expansion Assumptions

	In-Gate Load (Depart Port)	Out-Gate Load ¹ (Arrive Port)	Chassis (In and Out)	Bobtails (In and Out)	Total
Daily	822	543	280	411	2056
One Lift	0.602	0.398	0.205	0.301	1.506

¹ Plus Empties

cc: File

**ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
Tuesday, February 17, 2009**

ICTF ENTERING VEHICLES					
<i>Interval Beginning</i>	<i>Bobtail Truck</i>	<i>Chassis Truck</i>	<i>Loaded Truck</i>	<i>Other/ Autos</i>	Total
0:00	6	0	19	0	25
0:15	0	1	8	0	9
0:30	6	0	7	1	14
0:45	5	0	5	0	10
1:00	7	0	9	0	16
1:15	8	0	7	0	15
1:30	2	0	4	0	6
1:45	0	0	5	1	6
2:00	1	0	1	0	2
2:15	1	0	1	0	2
2:30	1	0	5	0	6
2:45	1	0	0	0	1
3:00	0	0	0	0	0
3:15	0	0	0	1	1
3:30	1	0	0	0	1
3:45	2	0	0	0	2
4:00	5	0	0	0	5
4:15	2	0	0	1	3
4:30	2	0	0	0	2
4:45	4	0	0	0	4
5:00	2	0	0	0	2
5:15	8	0	0	1	9
5:30	4	0	0	1	5
5:45	12	0	0	0	12
6:00	8	0	0	1	9
6:15	12	0	1	0	13
6:30	15	0	0	0	15
6:45	13	0	1	0	14
7:00	9	0	1	0	10
7:15	9	0	0	0	9
7:30	17	0	0	0	17
7:45	11	0	0	0	11
8:00	11	0	1	0	12
8:15	38	0	0	0	38
8:30	20	0	9	1	30
8:45	14	3	8	0	25
9:00	17	4	14	0	35
9:15	23	3	14	2	42
9:30	25	7	16	0	48
9:45	24	4	11	0	39
10:00	20	1	15	0	36
10:15	25	11	18	0	54
10:30	23	6	23	2	54
10:45	20	8	15	0	43
11:00	14	14	37	0	65
11:15	27	9	29	0	65
11:30	15	16	24	0	55
11:45	24	12	17	1	54

ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
 Tuesday, February 17, 2009

ICTF ENTERING VEHICLES					
<i>Interval Beginning</i>	<i>Bobtail Truck</i>	<i>Chassis Truck</i>	<i>Loaded Truck</i>	<i>Other/ Autos</i>	<i>Total</i>
12:00	18	7	24	1	50
12:15	14	4	11	0	29
12:30	12	12	8	0	32
12:45	10	4	5	0	19
13:00	12	4	9	0	25
13:15	7	7	11	0	25
13:30	23	11	21	0	55
13:45	26	15	33	2	76
14:00	18	18	30	0	66
14:15	13	14	21	1	49
14:30	11	13	36	0	60
14:45	18	15	25	0	58
15:00	11	18	28	1	58
15:15	9	14	19	0	42
15:30	8	6	21	1	36
15:45	8	6	13	0	27
16:00	16	5	19	0	40
16:15	13	3	22	0	38
16:30	16	7	30	1	54
16:45	24	8	21	1	54
17:00	19	0	8	0	27
17:15	11	1	6	0	18
17:30	5	0	6	1	12
17:45	4	0	4	0	8
18:00	4	0	5	0	9
18:15	11	0	12	1	24
18:30	9	1	7	0	17
18:45	11	4	15	0	30
19:00	7	4	18	1	30
19:15	10	2	11	0	23
19:30	12	1	13	0	26
19:45	11	3	16	0	30
20:00	7	3	14	1	25
20:15	11	0	11	0	22
20:30	3	0	10	0	13
20:45	9	1	8	0	18
21:00	7	1	11	0	19
21:15	7	4	15	2	28
21:30	4	6	11	3	24
21:45	9	4	7	0	20
22:00	7	0	5	0	12
22:15	6	0	8	1	15
22:30	7	0	4	0	11
22:45	6	3	3	0	12
23:00	3	0	4	1	8
23:15	3	2	4	0	9
23:30	5	2	8	0	15
23:45	13	3	8	0	24
TOTALS	859	334	910	25	2373

ICTF ENTERING/EXITING DRIVEWAY COUNTS
SEPULVEDA BOULEVARD GATE
 Tuesday, February 17, 2009

ICTF EXITING VEHICLES					
<i>Interval Beginning</i>	<i>Bobtail Truck</i>	<i>Chassis Truck</i>	<i>Loaded Truck</i>	<i>Other/ Autos</i>	Total
0:00	4	1	8	0	13
0:15	5	3	7	0	15
0:30	9	1	4	0	14
0:45	9	0	6	0	15
1:00	5	1	6	1	13
1:15	4	0	13	0	17
1:30	4	0	14	1	19
1:45	6	0	5	0	11
2:00	5	1	2	2	10
2:15	2	1	1	0	4
2:30	2	0	0	0	2
2:45	3	0	2	0	5
3:00	0	0	1	0	1
3:15	0	0	1	1	2
3:30	0	0	1	0	1
3:45	0	1	0	0	1
4:00	0	0	1	0	1
4:15	0	0	1	0	1
4:30	0	0	4	1	5
4:45	0	0	1	0	1
5:00	0	0	2	0	2
5:15	1	0	4	0	5
5:30	0	0	4	0	4
5:45	2	0	5	1	8
6:00	0	0	3	0	3
6:15	0	0	8	0	8
6:30	2	0	9	0	11
6:45	0	0	17	0	17
7:00	1	0	17	0	18
7:15	0	0	11	0	11
7:30	0	0	7	0	7
7:45	0	0	12	1	13
8:00	2	0	9	0	11
8:15	1	0	16	0	17
8:30	2	0	28	0	30
8:45	7	5	38	0	50
9:00	8	0	17	0	25
9:15	18	0	17	0	35
9:30	16	1	22	1	40
9:45	23	0	21	1	45
10:00	11	0	22	0	33
10:15	16	1	27	0	44
10:30	16	0	22	0	38
10:45	19	1	36	0	56
11:00	14	4	31	0	49
11:15	22	0	17	2	41
11:30	15	3	36	0	54
11:45	10	3	51	1	65

12:00	13	4	45	0	62
12:15	12	0	28	0	40
12:30	9	3	28	3	43
12:45	11	3	26	0	40
13:00	6	4	10	0	20
13:15	7	6	10	0	23
13:30	23	2	17	0	42
13:45	27	2	21	0	50
14:00	23	2	35	1	61
14:15	33	1	30	1	65
14:30	29	2	19	1	51
14:45	37	6	23	0	66
15:00	21	1	28	0	50
15:15	24	5	35	0	64
15:30	30	1	21	0	52
15:45	24	1	8	0	33
16:00	19	1	19	0	39
16:15	19	1	25	1	46
16:30	16	1	17	1	35
16:45	24	5	30	0	59
17:00	22	2	20	0	44
17:15	5	2	30	0	37
17:30	11	2	20	0	33
17:45	4	2	9	2	17
18:00	10	1	6	0	17
18:15	2	0	4	1	7
18:30	11	1	4	0	16
18:45	10	4	13	0	27
19:00	6	0	9	1	16
19:15	22	1	9	2	34
19:30	13	1	18	1	33
19:45	8	0	11	0	19
20:00	11	1	8	1	21
20:15	11	1	11	0	23
20:30	8	2	8	1	19
20:45	12	1	14	0	27
21:00	5	1	13	0	19
21:15	11	0	7	0	18
21:30	11	1	10	0	22
21:45	12	0	8	0	20
22:00	2	0	11	0	13
22:15	5	0	8	0	13
22:30	5	0	9	0	14
22:45	9	0	9	0	18
23:00	4	0	5	0	9
23:15	2	0	7	0	9
23:30	1	0	5	0	6
23:45	6	0	8	0	14
TOTALS	846	92	1191	23	2397

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