

Traffic Worksheets

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Baseline Year

Intersection Level of Service (LOS)

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 Al Larson Boat Shop Improvement Project
 2010 Base NP
 AM Peak Hour

Scenario: A 2010 Base NP AM

Scenario Report

Command: A 2010 Base NP AM
 Volume: A 2010 Base NP AM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base NP
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.396	A xxxxx	0.396	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.191	A xxxxx	0.191	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.242	A xxxxx	0.242	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.238	A xxxxx	0.238	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.116	A xxxxx	0.116	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.427	A xxxxx	0.427	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base NP
AM Peak Hour

Level of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Terminal Island Fwy (N) and Ocean Blvd with various movement and control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base NP
AM Peak Hour

Level of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.191
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Terminal Island Fwy (S) and Ocean Blvd with various movement and control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base NP
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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

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

Volume Module:

Base Vol:	15	0	49	0	0	0	0	1836	350	108	1918	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	49	0	0	0	0	1836	350	108	1918	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	49	0	0	0	0	1836	350	108	1918	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	0	0	0	0	0	1836	350	108	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	0	0	0	0	0	1836	350	108	1918	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	0	0	0	0	0	1836	350	108	1918	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.25	0.04	0.45	0.00
Crit Volume:	8			0				612	54			
Crit Moves:	****							****	****			

Al Larson Boat Shop Improvement Project
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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

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

Street Name:	Ferry St			Vincent Thomas Bridge			EB Off Ramp		
Approach:	North Bound		South Bound	East Bound		West Bound			
Movement:	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit		Prot+Permit	Protected		Protected			
Rights:	Ovl		Include	Include		Include			
Min. Green:	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1	0	1	0	0	1	0

Volume Module:

Base Vol:	0	73	118	7	375	0	0	0	0	313	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	73	118	7	375	0	0	0	0	313	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	73	118	7	375	0	0	0	0	313	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	73	118	7	375	0	0	0	0	313	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	118	7	375	0	0	0	0	313	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	118	7	375	0	0	0	0	313	0	2

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.99	0.00	0.01
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2832	0	18

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Volume:	0			188		0		158				
Crit Moves:	****			****		****		****				

Al Larson Boat Shop Improvement Project
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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #5 Pier S Ave / Ocean Blvd (N)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.238
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 103 0 0 100 99 0 0 0 0 0 480 215
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 103 0 0 100 99 0 0 0 0 0 480 215
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 103 0 0 100 99 0 0 0 0 0 480 215
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 103 0 0 100 99 0 0 0 0 0 480 215
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 103 0 0 100 99 0 0 0 0 0 480 215
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 103 0 0 100 99 0 0 0 0 0 480 215

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.04 0.00 0.00 0.04 0.07 0.00 0.00 0.00 0.00 0.17 0.08
Crit Volume: 0 99 0 240
Crit Moves: **** **** ****

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

Intersection #6 Pier S Ave / Ocean Blvd (S)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.116
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

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

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

Volume Module:
Base Vol: 0 0 0 105 0 0 104 243 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 104 243 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 104 243 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 104 243 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 104 243 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 105 0 0 104 243 0 0 0 0

Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 3000 0 0 1500 3000 0 0 0 0

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.07 0.08 0.00 0.00 0.00 0.00
Crit Volume: 0 53 122 0
Crit Moves: **** ****

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

Intersection #7 Ferry St / Terminal Way

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

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Ferry St and Terminal Way with various movement and control settings.

Volume Module: Table with columns for various volume and adjustment factors like Base Vol, Growth Adj, Initial Bse, etc.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves.

 Al Larson Boat Shop Improvement Project
 2010 Base NP
 PM Peak Hour

Scenario: A 2010 Base NP PM
 Command: A 2010 Base NP PM
 Volume: A 2010 Base NP PM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base NP
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/ LOS	V/ Veh C	Del/ LOS	V/ Veh C	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.433	A xxxxx	0.433	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.321	A xxxxx	0.321	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B xxxxx	0.616	B xxxxx	0.616	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.329	A xxxxx	0.329	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.256	A xxxxx	0.256	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.262	A xxxxx	0.262	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.248	A xxxxx	0.248	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base NP
PM Peak Hour

Level of Service Computation Report

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

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Terminal Island Fwy (N) and Ocean Blvd with various movement and control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

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PM Peak Hour

Level of Service Computation Report

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

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns for Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Terminal Island Fwy (S) and Ocean Blvd with various movement and control settings.

Volume Module table with columns for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns for Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #3 Seaside Ave / Navy Way

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

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

Volume Module:

Base Vol:	288	0	281	0	0	0	0	2161	227	27	1994	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	0	281	0	0	0	0	2161	227	27	1994	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	281	0	0	0	0	2161	227	27	1994	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	0	0	0	0	0	0	2161	227	27	1994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	0	0	0	0	0	2161	227	27	1994	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	0	0	0	0	0	0	2161	227	27	1994	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.16	0.01	0.47	0.00
Crit Volume:	144			0				720		14		
Crit Moves:	****							****		****		

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

Intersection #4 Ferry St / SR 47 Ramps

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

Street Name:	Ferry St		Vincent Thomas Bridge		EB Off Ramp	
	North Bound	South Bound	East Bound	West Bound	North Bound	South Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Prot+Permit	Prot+Permit	Protected	Protected	Protected	Protected
Rights:	Ovl	Include	Include	Include	Include	Include
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	0 0 0 0 0	1 0 1 0 0	0 0 0 0

Volume Module:

Base Vol:	0	388	398	4	256	0	0	0	0	148	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	388	398	4	256	0	0	0	0	148	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	388	398	4	256	0	0	0	0	148	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	388	398	4	256	0	0	0	0	148	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	388	398	4	256	0	0	0	0	148	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	388	398	4	256	0	0	0	0	148	0	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2757	0	93

Capacity Analysis Module:

Vol/Sat:	0.00	0.27	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:	388			4						0	76	
Crit Moves:	****			****						****		

Al Larson Boat Shop Improvement Project
2010 Base NP
PM Peak Hour

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

Intersection #5 Pier S Ave / Ocean Blvd (N)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.256
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	0	78	0	0	217	83	0	0	0	0	513	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	78	0	0	217	83	0	0	0	0	513	228
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	78	0	0	217	83	0	0	0	0	513	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	78	0	0	217	83	0	0	0	0	513	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	78	0	0	217	83	0	0	0	0	513	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	78	0	0	217	83	0	0	0	0	513	228

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.00	0.03	0.00	0.00	0.08	0.06	0.00	0.00	0.00	0.00	0.18	0.08
Crit Volume:	0				109		0				257	
Crit Moves:	****				****						****	

Al Larson Boat Shop Improvement Project
2010 Base NP
PM Peak Hour

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

Intersection #6 Pier S Ave / Ocean Blvd (S)

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

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

Volume Module:

Base Vol:	0	0	0	222	0	0	74	564	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	222	0	0	74	564	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	222	0	0	74	564	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	222	0	0	74	564	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	222	0	0	74	564	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	222	0	0	74	564	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	3000	0	0	1500	3000	0	0	0	0

Capacity Analysis Module:

Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.05	0.19	0.00	0.00	0.00	0.00
Crit Volume:	0			111			282				0	
Crit Moves:	****			****			****				****	

Al Larson Boat Shop Improvement Project
2010 Base NP
PM Peak Hour

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

Intersection #7 Ferry St / Terminal Way

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

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Ferry St and Terminal Way with various movement and control settings.

Volume Module table with columns for various volume types (Base Vol, Growth Adj, Initial Bse, etc.) and values for different approaches.

Saturation Flow Module table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module table with columns for Vol/Sat, Crit Volume, and Crit Moves.

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**Baseline Year With Proposed Project
Intersection Level of Service (LOS)**

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 Al Larson Boat Shop Improvement Project
 2010 Base With 30 Workers
 AM Peak Hour

Scenario: C 2010 Base 30w AM

Scenario Report

Command: C 2010 Base 30w AM
 Volume: C 2010 Base 30w AM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base With 30 Workers
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.399	A xxxxx	0.399	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.191	A xxxxx	0.191	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A xxxxx	0.473	A xxxxx	0.473	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.253	A xxxxx	0.253	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.241	A xxxxx	0.241	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.116	A xxxxx	0.116	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.448	A xxxxx	0.448	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

Level of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

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

Volume Module:
Base Vol: 6 255 0 0 168 504 0 0 0 4 224 98
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 6 255 0 0 168 504 0 0 0 4 224 98
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 6 255 0 0 168 504 0 0 0 4 224 98
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume: 6 255 0 0 168 504 0 0 0 4 224 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 6 255 0 0 168 504 0 0 0 4 224 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
FinalVolume: 6 255 0 0 168 504 0 0 0 4 224 0

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.08 0.00 0.00 0.05 0.17 0.00 0.00 0.00 0.00 0.07 0.00
Crit Moves: ****

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

Level of Service Computation Report

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

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

Cycle (sec): 100 Critical Vol./Cap. (X): 0.191
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

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

Volume Module:
Base Vol: 0 1 0 78 0 0 176 212 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 1 0 78 0 0 176 212 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 1 0 78 0 0 176 212 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 1 0 78 0 0 176 212 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 1 0 78 0 0 176 212 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 1 0 78 0 0 176 212 0 0 0 0

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

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.02 0.00 0.00 0.06 0.07 0.00 0.00 0.00 0.00
Crit Moves: ****

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

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

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

Volume Module:

Base Vol:	15	0	49	0	0	0	0	1836	350	108	1933	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	49	0	0	0	0	1836	350	108	1933	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	49	0	0	0	0	1836	350	108	1933	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	0	0	0	0	0	1836	350	108	1933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	0	0	0	0	0	1836	350	108	1933	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	0	0	0	0	0	1836	350	108	1933	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.25	0.04	0.45	0.00
Crit Volume:	8			0				612	54			
Crit Moves:	****							****	****			

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.253
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St				Vincent Thomas Bridge				EB Off Ramp										
	North Bound		South Bound		East Bound		West Bound		North Bound		South Bound		East Bound		West Bound				
Approach:	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R				
Control:	Prot+Permit		Prot+Permit		Protected		Protected		Prot+Permit		Prot+Permit		Protected		Protected				
Rights:	Ovl		Include		Include		Include		Ovl		Include		Include		Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Lanes:	0	0	1	0	1	1	0	2	0	0	0	0	0	0	1	0	1	0	0

Volume Module:

Base Vol:	0	73	118	7	375	0	0	0	0	343	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	73	118	7	375	0	0	0	0	343	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	73	118	7	375	0	0	0	0	343	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	73	118	7	375	0	0	0	0	343	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	73	118	7	375	0	0	0	0	343	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	73	118	7	375	0	0	0	0	343	0	2

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.99	0.00	0.01
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2833	0	17

Capacity Analysis Module:

Vol/Sat:	0.00	0.05	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:	0			188				0		173		
Crit Moves:	****			****				****		****		

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #5 Pier S Ave / Ocean Blvd (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Pier S Ave / Ocean Blvd (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.116
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 105 0 0 104 243 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 104 243 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 104 243 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 104 243 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 104 243 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 105 0 0 104 243 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 3000 0 0 1500 3000 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.07 0.08 0.00 0.00 0.00 0.00
Crit Volume: 0 99 0 244 0
Crit Moves: **** **** **** ****

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
AM Peak Hour

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

Intersection #7 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Ferry St, North Bound, South Bound, East Bound, West Bound.

Volume Module: Table with columns for various volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) and rows for different approaches.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, Final Sat. and rows for different approaches.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, Crit Moves and rows for different approaches.

 Al Larson Boat Shop Improvement Project
 2010 Base With 30 Workers
 PM Peak Hour

Scenario: C 2010 Base 30w PM

Scenario Report

Command: C 2010 Base 30w PM
 Volume: C 2010 Base 30w PM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base With 30 Workers
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.436	A xxxxx	0.436	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.326	A xxxxx	0.326	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B xxxxx	0.620	B xxxxx	0.620	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.350	A xxxxx	0.350	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.256	A xxxxx	0.256	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.265	A xxxxx	0.265	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.258	A xxxxx	0.258	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

Level of Service Computation Report

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

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (N), North Bound, South Bound, East Bound, West Bound.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

Level of Service Computation Report

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

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (S), North Bound, South Bound, East Bound, West Bound.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

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

Volume Module:

Base Vol:	288	0	281	0	0	0	0	2176	227	27	1994	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	0	281	0	0	0	0	2176	227	27	1994	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	0	281	0	0	0	0	2176	227	27	1994	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	0	0	0	0	0	0	2176	227	27	1994	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	0	0	0	0	0	0	2176	227	27	1994	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	0	0	0	0	0	0	2176	227	27	1994	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.51	0.16	0.01	0.47	0.00
Crit Volume:	144			0				725		14		
Crit Moves:	****							****		****		

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Street Name:	Ferry St			Vincent Thomas Bridge			EB Off Ramp		
Approach:	North Bound	South Bound	East Bound	West Bound					
Movement:	L - T - R	L - T - R	L - T - R	L - T - R					
Control:	Prot+Permit	Prot+Permit	Protected	Protected					
Rights:	Ovl	Include	Include	Include					
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0					
Lanes:	0 0 1 0 1	1 0 2 0 0	0 0 0 0 0	1 0 1 0 0					

Volume Module:

Base Vol:	0	418	398	4	256	0	0	0	0	148	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	418	398	4	256	0	0	0	0	148	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	418	398	4	256	0	0	0	0	148	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	418	398	4	256	0	0	0	0	148	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	418	398	4	256	0	0	0	0	148	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	418	398	4	256	0	0	0	0	148	0	5

Saturation Flow Module:

Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.93	0.00	0.07
Final Sat.:	0	1425	1425	1425	2850	0	0	0	0	2757	0	93

Capacity Analysis Module:

Vol/Sat:	0.00	0.29	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:	418			4						0	76	
Crit Moves:	****			****						****		

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #5 Pier S Ave / Ocean Blvd (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.256
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Pier S Ave / Ocean Blvd (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Al Larson Boat Shop Improvement Project
2010 Base With 30 Workers
PM Peak Hour

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

Intersection #7 Ferry St / Terminal Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.258
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows include Ferry St and Terminal Way with various movement and control settings.

Volume Module: Table with columns for various volume adjustments like Base Vol, Growth Adj, Initial Bse, etc., and rows for different traffic scenarios.

Saturation Flow Module: Table with columns for Sat/Lane, Adjustment, Lanes, and Final Sat. values.

Capacity Analysis Module: Table with columns for Vol/Sat, Crit Volume, and Crit Moves.

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**Baseline Year With Proposed Project
With Construction
Intersection Level of Service (LOS)**

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 Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 AM Peak Hour

Scenario: M 2010 W Phase III AM
 Scenario Report
 Command: M 2010 W Phase III AM
 Volume: M 2010 W Phase III AM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 AM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.401	A xxxxx	0.401	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.197	A xxxxx	0.197	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	A xxxxx	0.478	A xxxxx	0.478	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.259	A xxxxx	0.259	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.243	A xxxxx	0.243	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.120	A xxxxx	0.120	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.462	A xxxxx	0.462	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

Level of Service Computation Report

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

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (N) and Ocean Blvd.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

Level of Service Computation Report

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

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.197
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (S) and Ocean Blvd.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

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

Intersection #3 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Navy Way, North Bound, South Bound, East Bound, West Bound.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Volume, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

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

Intersection #4 Ferry St / SR 47 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Ferry St, Vincent Thomas Bridge, EB Off Ramp.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Volume, Crit Moves.

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #5 Pier S Ave / Ocean Blvd (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 2 0 2

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
AM Peak Hour

Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Pier S Ave / Ocean Blvd (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.120
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0
Volume Module:
Base Vol: 0 0 0 105 0 0 104 255 0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 105 0 0 104 255 0 0 0 0
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 105 0 0 104 255 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 0 0 105 0 0 104 255 0 0 0 0
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 105 0 0 104 255 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 0 0 0 105 0 0 104 255 0 0 0 0
Saturation Flow Module:
Sat/Lane: 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500 1500
Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Lanes: 0.00 0.00 0.00 2.00 0.00 0.00 1.00 2.00 0.00 0.00 0.00 0.00
Final Sat.: 0 0 0 3000 0 0 1500 3000 0 0 0 0
Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.04 0.00 0.00 0.07 0.09 0.00 0.00 0.00 0.00
Crit Volume: 0 53 128 0
Crit Moves: **** **

Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 AM Peak Hour

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

 Intersection #7 Ferry St / Terminal Way

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 42 Level Of Service: A

Street Name:	Ferry St				Terminal Way															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected													
Rights:	Ignore		Ovl		Ignore		Include													
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	44	8	0	0	30	614	153	0	13	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	8	0	0	30	614	153	0	13	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	8	0	0	30	614	153	0	13	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	44	8	0	0	30	614	153	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	8	0	0	30	614	153	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	44	8	0	0	30	614	153	0	0	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.03	0.00	0.00	0.00	0.02	0.43	0.05	0.00	0.00	0.00	0.00	0.00
Crit Volume:	44					614	0					0
Crit Moves:	****					****	****					****

 Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 PM Peak Hour

Scenario: M 2010 W Phase III PM
 Command: M 2010 W Phase III PM
 Volume: M 2010 W Phase III PM
 Geometry: Baseline
 Impact Fee: Default Impact Fee
 Trip Generation: None
 Trip Distribution: None
 Paths: Default Path
 Routes: Default Route
 Configuration: Default Configuration

 Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 PM Peak Hour

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change in
	Del/	V/	Del/	V/	
# 1 Ocean Blvd / Terminal Island F	A xxxxx	0.438	A xxxxx	0.438	+ 0.000 V/C
# 2 Ocean Blvd / Terminal Island F	A xxxxx	0.335	A xxxxx	0.335	+ 0.000 V/C
# 3 Seaside Ave / Navy Way	B xxxxx	0.624	B xxxxx	0.624	+ 0.000 V/C
# 4 Ferry St / SR 47 Ramps	A xxxxx	0.373	A xxxxx	0.373	+ 0.000 V/C
# 5 Pier S Ave / Ocean Blvd (N)	A xxxxx	0.259	A xxxxx	0.259	+ 0.000 V/C
# 6 Pier S Ave / Ocean Blvd (S)	A xxxxx	0.268	A xxxxx	0.268	+ 0.000 V/C
# 7 Ferry St / Terminal Way	A xxxxx	0.265	A xxxxx	0.265	+ 0.000 V/C

Al Larson Boat Shop Improvement Project
2010 Base With Phase III
PM Peak Hour

Level of Service Computation Report

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

Intersection #1 Ocean Blvd / Terminal Island Fwy (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 15 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (N) and Ocean Blvd.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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Level of Service Computation Report

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

Intersection #2 Ocean Blvd / Terminal Island Fwy (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 10 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Terminal Island Fwy (S) and Ocean Blvd.

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

Saturation Flow Module table with columns: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module table with columns: Vol/Sat, Crit Moves.

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

Intersection #3 Seaside Ave / Navy Way
Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Navy Way, North Bound, South Bound, East Bound, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Volume, Crit Moves.

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

Intersection #4 Ferry St / SR 47 Ramps
Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Table with columns: Street Name, Approach, Movement, Control, Rights, Min. Green, Lanes. Rows for Ferry St, North Bound, South Bound, Vincent Thomas Bridge, East Bound, EB Off Ramp, West Bound.

Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, FinalVolume.

Saturation Flow Module: Sat/Lane, Adjustment, Lanes, Final Sat.

Capacity Analysis Module: Vol/Sat, Crit Volume, Crit Moves.

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Circular 212 Planning Method (Future Volume Alternative)
Intersection #5 Pier S Ave / Ocean Blvd (N)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 2 0 0 0 0 2 0 1 0 0 0 0 0 0 0 0 2 0 2

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Level of Service Computation Report
Circular 212 Planning Method (Future Volume Alternative)
Intersection #6 Pier S Ave / Ocean Blvd (S)
Cycle (sec): 100 Critical Vol./Cap. (X): 0.268
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A
Street Name: Pier S Ave Ocean Blvd (N)
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Split Phase Split Phase
Rights: Include Include Include Include
Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 0 0 0 0 0 2 0 0 0 0 1 0 2 0 0 0 0 0 0 0 0

Al Larson Boat Shop Improvement Project
 2010 Base With Phase III
 PM Peak Hour

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

 Intersection #7 Ferry St / Terminal Way

 Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
 Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
 Optimal Cycle: 31 Level Of Service: A

Street Name:	Ferry St				Terminal Way															
Approach:	North Bound		South Bound		East Bound		West Bound													
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Protected		Protected		Protected		Protected		Protected		Protected									
Rights:	Ignore		Ovl		Ignore		Include		Ignore		Include									
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0								
Lanes:	1	0	2	0	1	1	0	1	0	1	2	0	0	0	1	0	0	0	0	0

Volume Module:

Base Vol:	40	56	0	0	14	336	647	0	106	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	56	0	0	14	336	647	0	106	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	56	0	0	14	336	647	0	106	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	40	56	0	0	14	336	647	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	56	0	0	14	336	647	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	40	56	0	0	14	336	647	0	0	0	0	0

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.03	0.02	0.00	0.00	0.01	0.24	0.23	0.00	0.00	0.00	0.00	0.00
Crit Volume:	40			14		324				0		
Crit Moves:	****			****		****						